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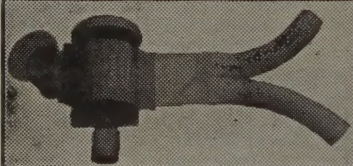
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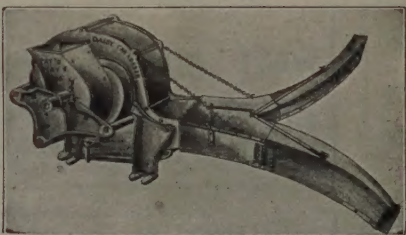
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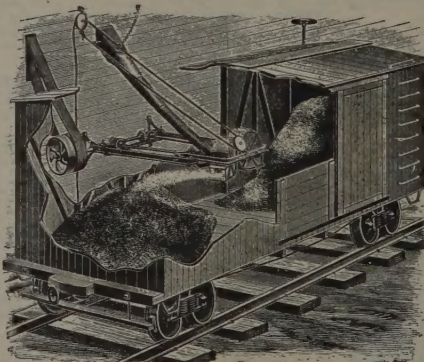


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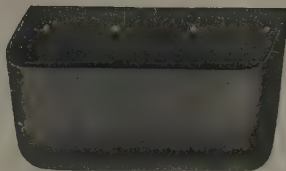
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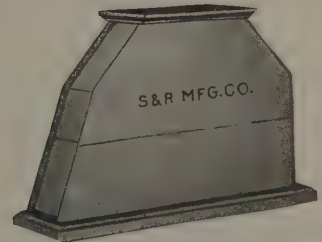
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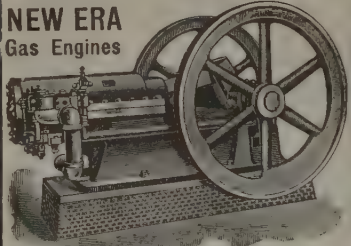


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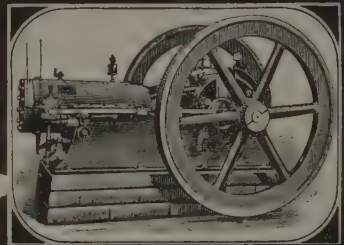
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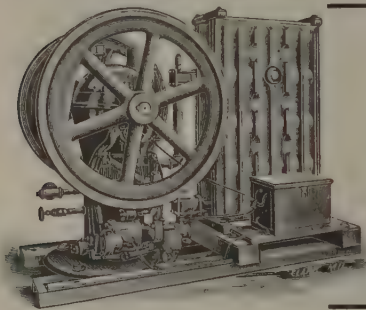
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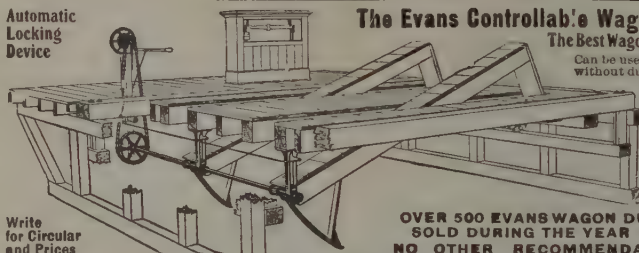
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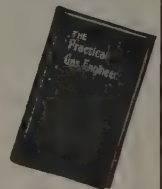
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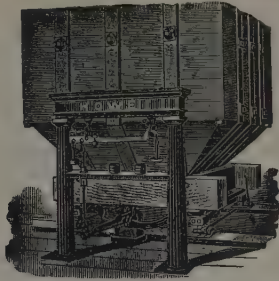
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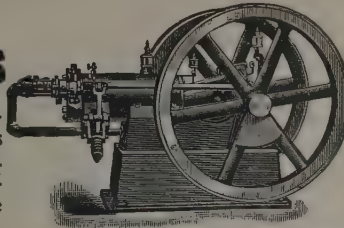
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insure correct weights and a reliable and dependable power.

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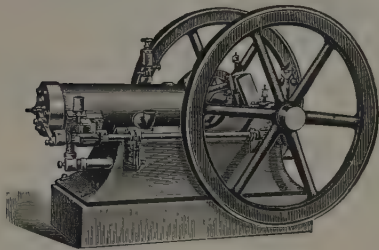
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Gentlemen:-

As you will doubtless remember, two years ago last fall, we installed one of your 21 H. P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours.

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Bristol Acquejuct Co.

Bristol, N. H., 4-1-07.



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STANDARD OF THE WORLD



FAIRBANKS-MORSE Gas, Gasoline, Kerosene or Alcohol ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

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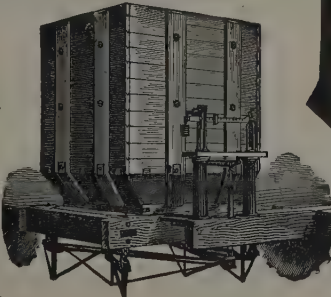
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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

Vest Pocket Grain Tables

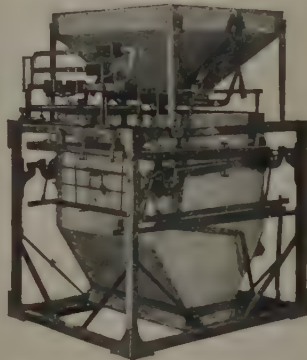
Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 48 lbs.

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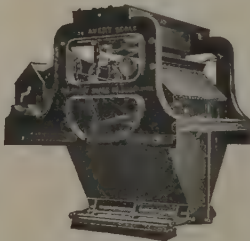
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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,300 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 LaSalle St., Chicago, Ill.

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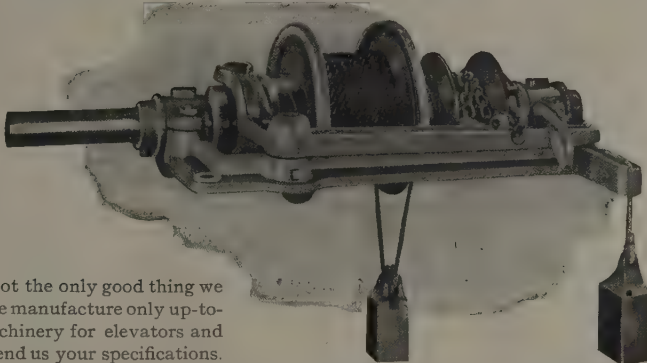


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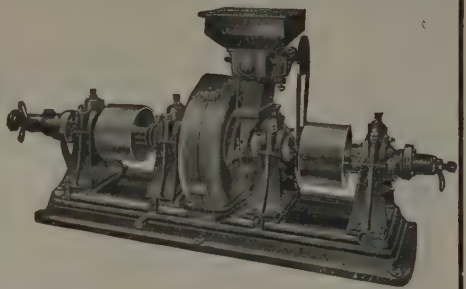
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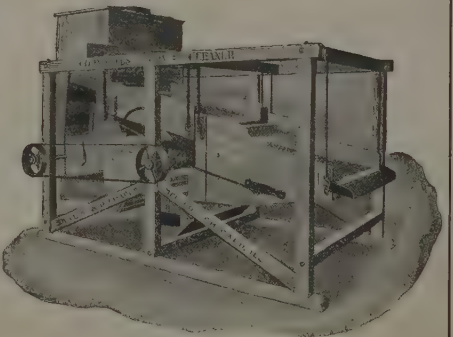
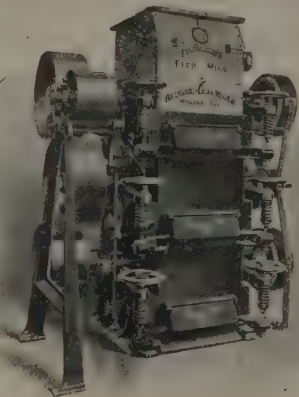
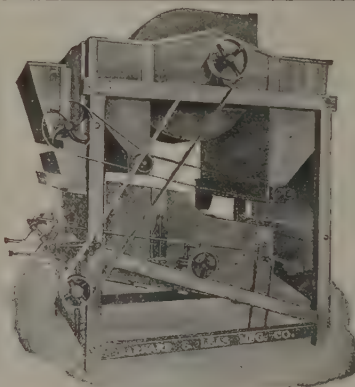
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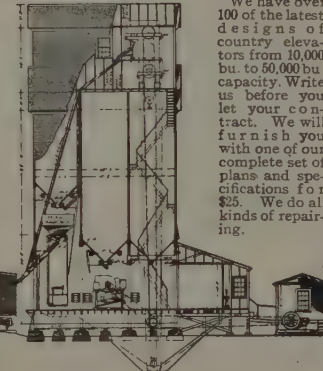
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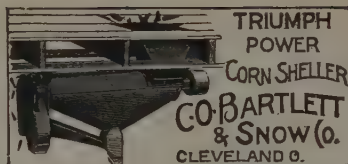
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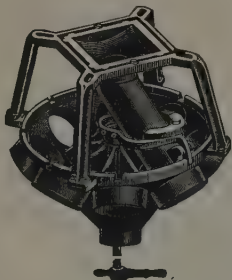
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The Hall Signaling Non-Mixing DISTRIBUTOR

is universally conceded to be the
STANDARD



It is unrivaled and unapproached in its field. Comparisons in many respects are irrelevant. It represents the highest development in this class of machinery. This high position was attained through merit alone, because its use is profitable.

All users will attest this.

Booklet "B" explains its features.

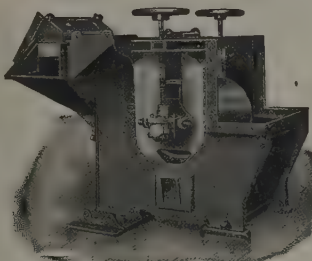
HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

WHY NOT

double your present elevating capacity? You can do it without increasing the size of your elevator, or changing the size of your cups, and without a cent of expense, outside of that incurred by installing a

HALL Non-Chokable Boot



A device that fills cups heaping full—that makes a choke in the Boot impossible—that requires no attendant at the lever of the feed gate—that makes grain elevating what it ought to be—safe, pleasant and profitable. Sent on trial.

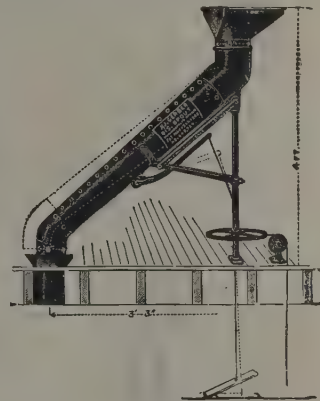
Send for new Catalog "E."

HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**
OF CHICAGO.
COSTS 15 CENTS PER LINE.

Link Belt Supply Co.

Machinists, Boiler Makers

Conveying and Elevating Machinery.

WE MAKE A SPECIALTY OF ROPE DRIVES

MINNEAPOLIS, MINN.

Anchor Duplex Cotton Belting

**Superior to any Cotton Belt on the Market
Why?**



Because it is solid, multiple woven, and cannot separate.

Because it is absolutely impervious to heat, cold or moisture.

Because it has 15 to 30% more pulley contact, as every thread is a strain bearing one.

Because with greater pulley contact it will transmit more power.

These are the four salient points that the buyer must consider. A trial will convince you of the correctness of these facts. Every foot of belting is guaranteed.

ATLAS BELTING CO., Sole Manufacturer, 152 Lake Street, Chicago
FACTORY: BUCHANAN, MICH.

A Friend When in Need is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money Savers.

They are No Trouble, Easily Erected, Well Made and Reliable, The Best.

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

Sidney Elevator Mfg. Co., Sidney, O.

V. S. Corn Sheller

**IS A GOOD INVESTMENT FROM
START TO FINISH**

No cemented pit, tank, expensive hopping—takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL
(PATENTED)



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OKLAHOMA REPRESENTATIVE,
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322 Bassett Building,
Oklahoma City, Okla.

B. S. CONSTANT CO.

BLOOMINGTON

ILLINOIS

The Beall Rotating Corn Cleaner

works equally well on

Corn,
Oats,
Wheat,
Barley.

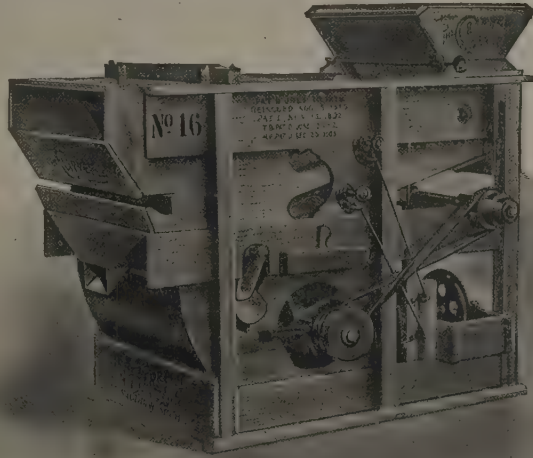
It is the only successful combination cleaner made. One dealer, after using it a year, has without solicitation ordered another, and another dealer after seeing it run has just ordered a No. 8. Actual work is better proof than wild claims.

The Beall Improvements Co.

DECATUR, ILL.

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Friction Clutch

The "Western" Friction Clutch Is the "Best in the World." Why?



- 1st—Because it is more simple.
- 2d—Because it is stronger.
- 3d—Because it is more durable.
- 4th—Because it requires but little adjustment.
- 5th—Because it is easily and quickly adjusted and **ANYONE** can do it.
- 6th—Because it will hold more to its size than any other clutch in existence.

B. T. RAILSBACK SONS
INCORPORATED
GRAIN COAL STOCK
HOPEDALE, ILL.

UNION IRON WORKS, Decatur, Ill.

GENTLEMEN:—Enclosed find our check for \$53.00 to cover invoice of April 27. The clutch has arrived and is installed. To say that we are satisfied with it is expressing it mildly. We have used three different makes of clutches and we think yours is at the top of the heap.

Yours truly, B. T. Railsback Sons, R. J. R.

May 7, 1907

Ask for Net Prices and any Further Information.

UNION IRON WORKS, DECATUR, ILLINOIS

Manufacturers of "WESTERN" SHELLERS AND CLEANERS

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—One modern equipped elevator in Southern Minnesota on Omaha Railroad. Address Lock Box 713, Sioux Falls, S. D.

FOR SALE—30,000 bu. elevator, western Ind. Handled over 150,000 bus. this crop. Price \$5,200. Address Box 216, West Lebanon, Ind.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. elevator and coal business, one of the best locations in northeastern Nebraska. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 bu. capacity, on Union Pacific, in the best part of Eastern Nebraska. Address Wan, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 20,000 bu. capacity elevator on Great Northern Railway, in northeastern Nebraska. Address N. E., Box 12, Grain Dealers Journal, Chicago, Ill.

\$60,000. NEW MODERN elevator at Kansas City. Strictly a spout house. 150,000 capacity. Want cheap prairie land same value. J. D. Miller, Endicott Bldg., St. Paul, Minn.

TWO OKLAHOMA elevators for sale, in good condition and doing good business. Best of reasons for selling. Address Okla, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and residence on M. P. in N. E. Kans. that can show business and good reason for wanting to sell. \$9,500.00. Address OL Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill with wholesale and retail feed and coal business in connection. On main line of R. I. R. R., doing good business. Address Lock Box 472, Pond Creek, Okla.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

BUY OUR 3 one man elevators N.Y.C. R.R., N. Ind. will net over 35% this last crop, all expenses and int. on investment paid. Will ship over half million corn and oats. John A. Rice, Frankfort, Ind.

INDIANA ELEVATOR and feed grinder; good repair; located in good farm land on Pa. R.R., lots of wheat to handle; 10,000 bu. cap. Price \$5,000. Must hurry. Address P. O. Box 73, Cumberland, Ind.

FOR SALE—Line of three elevators in Iowa on C. G. W. Ry. at Oelwein, Fairbank and Dunkerton. Good business. No local competition. Good reasons for selling. Address Agnew Grain Co., Fairbank, Ia.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE—Grain, Lumber and Coal business thirty miles from Denver, Colo. Doing a nice business, about 75 cars of wheat will be handled this season. No competition. Phelps-Donahue Grain Co., Denver, Colo.

MUST BE SOLD BEFORE JULY 30th. Phoenix Elevator, capacity 150,000 bus. Splendidly located on Belt Line, Kansas City; in perfect condition. Address Geo. M. Flanagan, Nelson Bldg., Kansas City, Mo.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

GOOD ELEVATOR for sale, located at Armstrong, Minn.; only elevator at this station; doing good business and well rented. Possession can be given if desired. For further particulars address Drawer "C," Slayton, Minn.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

MODERN ELEVATOR, 35,000 bu. cap., 25 h.p. gasoline engine. At territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

OKLAHOMA ELEVATOR AND CORN MILL for sale. In the best corn, wheat and oats belt of southwestern Oklahoma. A bonanza for anyone wishing to locate in Oklahoma, and start right in the grain business. Good reason for selling. Write at once to Clift Bros., Hastings, Okla.

SELLERS, list your elevators with John A. Rice, Frankfort, Ind. and buyers get one he offers, for best results, to prove it; see my 2 thirty and forty thousand houses, ships quarter million, one new, the other as good, best conditions. \$13,000. W. Ind.

FOR SALE—With the best of prospects for a large small-grain crop, I am offering a 6,000 bu. capacity eltr., office and scales, new Olds 8 h.p. gas engine, two stands of eltr. cups and cleaner; all ready for business. Price is right. Call on or write W. R. Wing, Cozad, Neb.

FOR SALE—A 14,000 bu. elevator, 46 miles west of Minneapolis in a good wheat country where a failure is never known. Receipts run about 50,000 bus. per year. Only two elevators. Good German town. Good reason for selling. For further particulars, address Wil, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of seven modern elevators and two sixty bbl. mills located in Southern Minnesota and Northern Iowa. Elevators all handle coal, flour and feed. All running and doing a good business. Reason for selling: want to engage in other business. This will bear strict investigation. Time given on part. Address R. P., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. cap. eltr. doing 250,000 bu. yearly, located on 4 R.R. Your grain on the market 14 hrs. after loading. No car trouble, free switching, elegant block, farming land for miles around. Handles in connection coal, timothy, flour, salt and all class of feed. Building and machinery first-class and up-to-date. If you want a money getter, don't let this pass you. J. D. McGill, 223 Home Guards Bldg., Van Wert, O.

MILLS FOR SALE.

BARGAIN—Southwestern Nebraska, 35 bbl. water power, rolling mill, with dwelling, out-buildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three story brick flour mill. Never failing water power. Fully equipped with Case machinery. In good repair. Capacity 60 bbl. Good established trade. Owner deceased, reason for selling. Address Mrs. Gertrude E. Barth, Athens, Ohio.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL BUY Central Illinois elevator. Coon Bros., Rantoul, Ill.

ELEVATOR WANTED to rent. Box 54, Parkersburg, Ia.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

I AM IN THE MARKET for several good elevators. Send full information in your first letter. Julius Kunz, Wesley, Ia.

WANTED TO PURCHASE grain, coal and feed business in some good live town in Iowa, Kansas or Okla. Address Bag, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT, lease or buy elevators on the Great Northern Ry. in good farming districts of North Dakota. Address Ols, Box 1, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WELL ESTABLISHED flour and feed business with store for sale. Write Box 63, Fargo, N. D.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of R. H. McDonald, formerly of R. H. McDonald & Co., of New Orleans, La. Address F. M. Alter, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

SITUATION wanted as manager of grain business; three years' experience. References. Address W. R. Snyder, Box 15, Nemaha, Ia.

POSITION WANTED as mgr. of elevator or line of elevators; 18 years experience; keep double entry books; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION—Solicitor cash grain and options. Territory—Ill., Iowa, Neb., S. Dak. Thoroughly competent. Know the trade. Address Traveler, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of Elevator. Have had 11 years successful experience buying grain and 25 years selling lumber. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

WANTED in N. W. Ia. or S. Dak. a position as buyer and manager of country grain station; good barley station preferred. 20 yrs. experience. Satisfaction or no pay. Address E. D. W., Box 1, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE grain man open for managership of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L. Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager or office-man of elevator or elevator and lumber yard combined. All round experience in grain, lumber and hay. Best of references from present employers. Would prefer Ohio, Ind., Ill., or Okla. Address Haff, Box 12, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED an all round elevator man, who can run steam engine. L. H. Perry, Ransom, Ill.

GOOD RELIABLE grain buyer for large town in N. D.; \$65 to \$70 to start. S. A. Morawetz & Co., 910 Security Bank Bldg., Minneapolis, Minn.

HELP WANTED—several men to manage country elevators, only good men with experience. State nationality and references. Plymouth Elevator Co., Sioux Falls, S. Dak.

WANTED—A man of experience to take charge of an elevator located in central Indiana. Good salary and a delightful little city in which to live. Write J. T. Detchon, New Richmond, Ind.

WANTED—Experienced lumber and grain man, and an experienced grain man to manage stations within eighty miles of Chicago, in Illinois. Address N, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—A number of live, wide-awake, experienced grain buyers for points in western North Dakota. In filing application please give your experience in different lines of business, your age, etc. Minnesota & Western Grain Co., Minneapolis, Minn.

GOOD, SOBER and industrious man for general work around country elevator, wanted. One who has some knowledge of machinery preferred. Steady work to right party; in good town near Aurora. Address Ker, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED for the coming season Managers for three ear corn elevators where shellers are used, must be competent, and with experience in gasoline and machinery. Send recommendations with application, experience, &c., state age, and if married. Address Hannifin Mill & Elevator Co., Broken Arrow, I. T.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS

for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

Opportunities are passing daily never to return—see the Southwest NOW.

Southwest Excursions

Low Fares these Dates:

July 2 and 16;

August 6 and 20

Round-trip tickets sold from nearly all Rock Island points in the North and Central West to practically all points Southwest. Fare about half—in many cases less than half the regular fare.

Pluck means sure success in the Southwest. An illustrated book or two will help you to a better acquaintance with the country.

I'll be glad to send them on request. Just state the section which most interests you.



JNO. SEBASTIAN, Pass. Traffic Mgr.
Rock Island Lines
CHICAGO

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—9 h.p. Otto gasoline engine, good as new. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

FOR SALE—40 h.p. Foos gasoline engine in fine condition. Have replaced with 75 h.p. For full information, address Dadmun Bros., Whitewater, Wis.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

STATIONARY GAS ENGINE, about 30 h.p. for sale; suitable for elevator use. Weight six tons. J. H. Allen & Co., St. Paul, Minn.

GAS ENGINES FOR SALE—

28-H.P. Fairbanks Morse.
40-H.P. Lambert.
35-H.P. Foos.
16-H.P. Fairbanks Morse.
12-H.P. Fairbanks Morse.
8-H.P. Fairbanks Morse.
7-H.P. Webster.
5-H.P. Webster.
18-H.P. Olds.
Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND-HAND GASOLINE ENGINES.

1 1½ HP. Webster gasoline engine complete, set up on combined base with water tank, jump spark and hot tube.....	\$ 65.00
1 3 HP. Webster gasoline engine complete set up on combined base, with water tank as good as new, electric spark and tube....	90.00
1 3 HP. Horizontal Lambert engine, electric spark and torch as good as new.....	110.00
1 4 HP. Dayton engine, vertical..	75.00
1 4 HP. Foos engine as good as new	110.00
1 5 HP. Foos engine.....	125.00
1 6 HP. Foos engine.....	175.00
1 5 HP. Horizontal Fairbanks engine, used less than 60 days, complete	175.00
1 10 HP. Waterloo engine with jump spark and Lunkenheimer Mixer	190.00
1 12 HP. Waterloo engine.....	210.00
1 32 HP. Fairbanks engine shipped from the factory 2 yrs. ago, used 2 seasons in a cotton gin, about 9 months' use.....	600.00
1 40 HP. Fairbanks engine used 6 months, as good as new, shipped from the factory less than 2 yrs. ago	750.00

Allen P. Ely & Co., Omaha, Neb.

SCALES FOR SALE.

SCALES for elevators and mills; low-cost prices. Chicago Scale Co., Chicago.

ONE NEW HOWE railroad track scale, cheap. Write for particulars. A. S. Garman & Co., Akron, O.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ENGINES AND BOILERS FOR SALE

FOR SALE—Two second hand boilers, complete, including front and grates, size 56 by 16, 44-4 in. flues. Ellsworth Mill & Elevator Co., Ellsworth, Kan.

FOR SALE. ENGINES & BOILERS. BOILERS.

4-72x18 Horizontal Tubular, High Pressure.
1-84x18 Horizontal Tubular, Standard.
1-78x16 Horizontal Tubular, Standard.
1-72x18 Horizontal Tubular, Standard.
5-72x16 Horizontal Tubular, Standard.
1-66x16 Horizontal Tubular, high pressure.
1-60x16 6 in. Riveted Flue, Standard.
3-60x16 Horizontal Tubular, Standard.
Sixty others, all styles and sizes.

ENGINES.

20x48 Wheelock.
18x42 Hamilton.
18x36 Wright.
16x32 Buckeye.
18x26 H. S. & G.
16x20 Brownell.
14x20 Atlas.
14x14 Vertical.
Forty others, all sizes and styles.
Also pumps, heaters, tanks, saw mills and general machinery. Send us specifications of your wants. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

MACHINES FOR SALE.

FOR SALE—3 Richmond Round Reels 9x18. Good as new. Cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One Marseilles Dustless Cylinder Sheller in perfect working order. Jackman & Son, Genoa, Ill.

NEW PROCESS cylinder sheller and cleaner combined, size O, for sale. Used less than six months. Address Gilbert Grain Co., Gilbert Station, Ia.

INVINCIBLE OAT CLIPPER No. 4, without shoe. Right hand with sun. Good as new. Write for price. A. S. Garman & Co., Akron, Ohio.

FOR SALE—1 No. 10 Clipper Cleaner in good condition. 13 sieves for small grains. \$50.00 takes it. Thompson Farmers Elevator Co., Thompson, N. Dak.

FOR SALE CHEAP.

1 Barnard & Leas oat clipper, horizontal, No. 3, in good condition. 1 Willford No. 1, 3 roll feed grinder. Good condition. Will sell these at a bargain or trade for good hopper scale or grain separator. H. C. Hamilton, Nora Springs, Ia.

MACHINERY FOR SALE—3 stands Barnard & Leas wheat rolls, 7x18, good as new; centrifugal reels; wheat purifiers; set large corn or wheat burrs; good steam engine and boiler, 40 h.p.; 1 power sheller; shafings and pulleys, and a complete set of machinery for 35 bbl. roller mill. Will sell cheap or trade for land. T. S. Wilson, Spickard, Mo.

MISCELLANEOUS FOR SALE.

FOR SALE—New 2 inch Gardner automatic governor. Will sell cheap. Address Box 281, Ridgeville, Ind.

FOR SALE—20 50-lb. scale test weights of best make, in perfect condition; also good boxes for shipping same. For prices, address H. W. Stevens, Lawler, Ia.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

ELEVATOR BOOT TANK for sale —Top 15'x5', bottom 4' square. This is a brand new tank and can be had at a BIG BARGAIN because it is in our way. Harris Machinery Co., Minneapolis, Minn.

FINE PAIR of bevel gears, cost \$85, good as new. Price \$40. Write for dimensions. Also 1 stand of 6x12 smooth roller mill, in fair condition, Barnard & Leas make. Price \$25. Rockwells Flour Mills, North Baltimore, O.

FOR SALE—1 Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

**OUR MOTTO "THEY WEAR"**

Made from the toughest of material—the best looking material and by the best workmen, they will be best for you. Write for our prices.
MILWAUKEE BAG CO., Milwaukee, Wis.



SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

GRAIN FOR SALE.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

HAY FOR SALE.

HAY TO OFFER—Any quantity of South Texas Hay. Write for samples; quick shipments. E. S. Dixon, Wholesale Hay, Houston, Tex.

FERRETS FOR SALE.

HUNTING FERRETS for sale. Write to L. A. Brown, Box 142, Clay Center, Neb.

BAGS FOR SALE

GRAIN BAGS.

Having just received a large lot of second-hand La Plata jute bags, which have been used but once in shipping wheat, we can offer them at the extremely low price of \$76.00 per thousand, track here. They hold 2 bu. of shelled corn and 2½ to 3 bu. of oats, and are just the thing for dealers who furnish bags to farmers. Order at once, as they are going fast. The Heffner Milling Co., Circleville, O.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote E. C. Hawkins, Broker, Nashville, Tenn.

SOUND, CLEAN Japanese buckwheat wanted; carlots or less. Theo. P. Huffman & Co., 648 W. 34th St., New York, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92, Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

HAY AND STRAW of all descriptions wanted. We will either buy outright or handle on the usual rates of commission. R. F. Worley & Co., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
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Hospital for Sick Grain.
If you have sick grain, I can cure it.
If it's dead, I'll bury it.
Don't throw it away but send sample to

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He buys anything, and good grain too.

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Redtop, Seed Corn

Peas, Beans, Bags, etc

MINNEAPOLIS, MINN.

SEEDS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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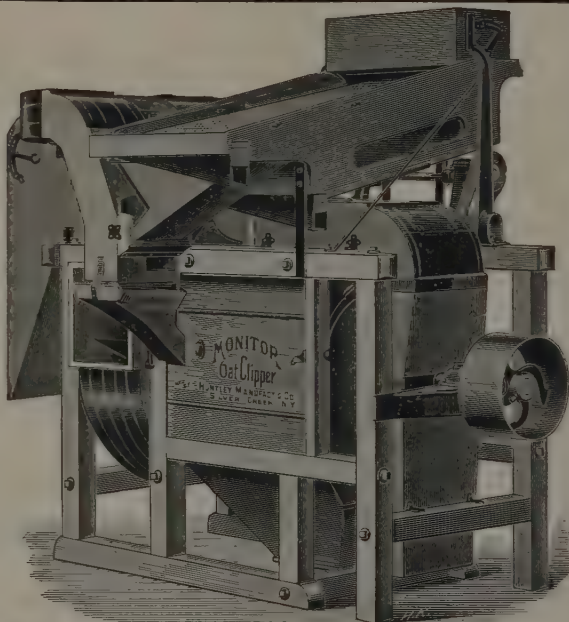
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In Buying an Oat Clipper

Be sure you investigate the merits of the **MONITOR** for there are certain features of this machine which places it in the class in advance of any other machine of its type.

Our Special Folder detailing descriptive features of this machine will be gladly sent to anyone desiring the best Oat Clipper.



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GOLD MARKS SIGNIFYING QUALITY
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AWARDED THE GRAIN DEALERS
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NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,
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value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned. The character
and number of advertisements in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JULY 10, 1907.

CORRESPONDENTS continue to report
oat crop prospects very discouraging.

CORN SPECIALS have enabled the
Agricultural professors of Ohio to get
practical information to so many farmers
the grain dealers of the state are working
for more educational specials.

THE MORE attractive your office and
elevator is to the grain grower the fewer
will resist the temptation to visit it when
they have grain to sell. First class facilities
for handling grain will appeal to every
farmer.

THE grain dealer who has not time to
read his trade paper can not profit by the
experience of his brother dealers. Un-
wittingly and unnecessarily he takes the
same lessons and pays dearly for them.

MARKETS which have discontinued
the docking of shipments are being fa-
vored by the members of several of the
state ass'ns. Thus by united action only
can shippers hope to force a recognition of
their rights.

WEEVIL, according to late reports re-
ceived from Ohio, are injuring wheat in
the fields and stack as they did two years
ago. The trade suffered so many losses
from this destructive insect last season,
we feel certain that elevator men will
watch their property vigilantly to protect
it from the depredations of this pest.

STUDY the conditions of the proposed
uniform B/L published elsewhere in this
number. How will it affect your busi-
ness? Write us your views for publica-
tion before it is too late to have any
effect.

RAILROAD companies are so very
anxious to express their resentment of
the regulation legislation they can not be
expected to provide sufficient cars to
handle shipments promptly until forced
to do so.

THE EXCELLENT papers presented
at the Ohio meeting had the effect of in-
spiring many auditors with a determina-
tion to improve their business methods.
Can close reading of the same papers
have the same effect? Try it.

NEITHER the laws of God nor man
require or expect grain buyers to fight
their competitors. Your own success will
be greater and your life happier if you
will bear in mind and respect the three
guardsmen's oath: "Each for all, and all
for each."

MOISTURE testing apparatus will be
installed in every Ohio elevator if the
recommendations of the State Ass'n are
followed, as they should be. The coun-
try shippers and their farmer patrons
would both profit by definite knowledge
of the true value of their grain.

WRITTEN orders for cars will help
you to get them and form the basis for
redress should railroad company fail to
give them as wanted. Formal orders are
more impressive and station agents invol-
untarily will give such orders prompt
attention. Keep a carbon copy of your
order.

TARE weights marked on cars are of
no value whatever. Investigation has
shown the real weight of cars to be dif-
ferent from the marked weight in 67
out of 74 cars weighed. Such weights
are not to be depended upon by shippers
who desire to KNOW what they are do-
ing.

THE shorter the crop the less difficult
will it be to obtain cars for getting grain
to market and the smaller will be the ship-
per's losses by reason of forced delay of
his grain at initial point and in transit.
Both shippers and transportation man-
agers can find some consolation in the
prospective short crop.

DOLLAR WHEAT is still the slogan
of the so-called American Society of
Equity. The use of the term "equity" by
the promoters of this scheme reminds one
very much of the frequent advances in
freight rates made by railroads and
branded "simply equalization of rates."
We are loath to believe, however, that
the promoters of this scheme are sincere
or even desirous of obtaining anything
other than the fees of the suckers, who
want a dollar a bushel for their wheat.

NO DEALER ever wasted his time, en-
ergy and money more miserably than
when trying "to get even" with a com-
petitor. There is no mental passion
which will wear out a man's physical
machinery faster than hate. "Getting
even" is like fighting the devil with a
double edged razor. Don't try it.

THE ANNUAL REPORT of the
Sec'y of the Iowa Grain Dealers Ass'n is
long, but it contains many excellent sug-
gestions, much food for serious thought
and many pointers from which shippers ev-
erywhere will profit by careful considera-
tion. It surely merits close reading by
every one identified with the trade.

POLITICAL PULL by the Missouri
Warehouse Commission enacted the state
weighing law; but just as the Commis-
sion was about to place two score hench-
men in fat jobs the court interposed to
protect the operators of private elevators
in city and country from having the hun-
gry politicians saddled on them in the
guise of weighmen.

WATCH your freight bills for over
charges on interstate shipments, as any
found can be collected whether railroad
companies wishes to refund the amount
of over charge or not. The law forbids
discrimination of any kind, but they may
be depended upon to make errors in their
own interests. A thorough knowledge
of rate schedules will prove a profitable
investment.

THE ORDER by the Wisconsin Rail-
road Commission opening the railroad
terminal elevators at Superior, Wis., to
the public, as reported in the Wisconsin
column of this number, will be welcomed
by shippers and grain receivers as com-
pelling the railroads to conduct their ter-
minal elevators for the benefit of all. The
lessee for private profits must go, with all
other forms of discrimination.

RECIPROCAL demurrage would
never be necessary, nor would shippers
ever ask for such legislation if railroads
provide cars and transport freight
promptly. It is not the paltry fee ship-
pers want, but the prompt service for
which they pay. If the railroads will not
improve their service voluntarily the ab-
solute needs of commerce in time will
force improvement through the means of
legislation.

THE UNGUARDED set screw on the
line shaft of an Illinois elevator recently
disrobed the owner, broke his arm in
several places and bruised him so badly
that his life was despaired of. It is a
very simple matter to guard set screws
with a collar lapping with the motion so
as to minimize the opportunity for catch-
ing in the clothing. It is much cheaper
to guard dangerous machinery. Elevator
men have ample time to do this between
crops.

TRACK SELLERS cannot afford to sell grain subject to reinspection "day of unloading" and will pay dearly for accepting bids containing such a condition. Settlements should be made upon the basis of the inspection day of arrival. The buyer and the carrier can hasten or defer the day of unloading, but the shipper is too far away to influence action. However, he can refuse to suffer losses by their delays, by refusing to accept bids so worded.

THE Ohio Grain Dealers Ass'n has requested all railroads of that state to pool their cars so as to facilitate the movement of grain and increase the earning power of each car. A car service pool for the entire country has frequently been recommended by traffic experts who insist such action would profit carriers, reduce haulage of empties and minimize delay of freight at initial points. Relief however obtainable will be more than welcome to the grain shippers of the country.

THE GANG of bucket-shoppers who have made their headquarters at St. Paul, Minn., and Superior, Wis., now are in the toils of the federal courts on the charge of using the mails to defraud, with a fair prospect that Uncle Sam will permanently stop their thievery. The suckers' money comes so easy the gang has not been discouraged by ejection from the Milwaukee Chamber of Commerce, the Chicago Board of Trade, the Minneapolis Chamber of Commerce and last, from Winnipeg, Can.

REGULAR RECEIVERS of organized markets are bitterly opposed to country shippers doing business with non-members of their exchange, and rightly so. The scoop shovel receiver is as greatly handicapped as the scoop shovel shipper; neither has proper facilities for doing business and seldom has either the moral stamina or the necessary capital to do an honest business, hence they must work on exceedingly narrow margins and let the other fellow suffer when the market goes against them. He, who prolongs the business life of either by dealing with them also imperils his own credit.

"SAMPLE GRADE" has displaced the name "No Grade" in the rules governing the grading of grain in Toledo. Grain which can not be classed in one of the established grades invariably is sold by sample. Shippers have opposed the use of the term "No Grade" for years because they maintain the term "No Grade" has the tendency to prejudice prospective buyers against grain so branded. The point is well taken, but whether it is or not the action of the Toledo Produce Exchange shows a desire to respect the wishes of shippers whose grain is graded, and who pay for the inspection service.

THE DAY will come when every grain buyer will refuse to pay grain prices for dirt admixtures and the higher the average range of prices the sooner will buyers be forced to protect their bank accounts from the schemes of the tricky farmer and the thresher, who puts in all the dirt the farmer will accept and pay for. Bids for all grain should be on the basis of clean grain and all dirt and screenings should be separated and returned to the farmer as recommended by Mr. Beverstock at the Ohio meeting. The careless methods of the buyers is encouraging farmers to give less and less attention to the dirt in their grain. Can you sell the dirt as grain? Do you enjoy taking chances? Can you afford to pay grain prices for dirt?

A MOST excellent suggestion is ventured by a Texas correspondent in "Letters" this number, which merits the prompt attention of grain trade representatives on B/L committees. He asks that dimensions of car and routing of shipment be plainly written in ink on B/L. That is not very much to ask of the carrier, but the information would prove of great help to consignees who are imposed upon by overdrafts and misrepresentation as to routing.

THE ILLINOIS Supreme Court seems disposed to be guided by the technical defects of laws rather than the intent of the lawmakers, the spirit of the law or a sense of justice. For convincing evidence see its decision in case brot by Sauer & Son against the A. T. & S. Fe R. R. to collect for losses suffered by plaintiff as the result of carrier's neglect to furnish cars asked for. It was very clear that a heavy loss was forced upon the wud-be shipper as the result of carrier's dereliction, yet carrier was excused on a flimsy excuse. It will be necessary for wud-be shippers to work together for the enactment of a law which will insure their receiving cars or damages for the losses they suffer by reason of being forced out of the shipping business. With ample evidence they might now collect the full amount of their losses, but under the recent decision of the State Supreme Court they cannot collect the legal penalty of three times the amount of the losses suffered.

DELIVERING SOMETHING ELSE AT A DISCOUNT.

The President of the Illinois Ass'n in his annual address deprecated the practice of shippers selling No. 2 grade as "No. 3 or better", and sought to impress upon the members of the Ass'n that they were not realizing all they are entitled to for grain shipped.

Several years ago, the Ohio Ass'n sought to induce track buyers to offer and pay a premium for "or better" grades. A few did honor their request by offering a small premium, but so many shippers were content to drift along in the old way that even the track buyers who showed a disposition to pay what the "or better" grades were worth, were discouraged from continuing the practice.

Selling on track seems to rob shippers of the trader's instinct and many of them are content to accept whatever they can get without protest and let it go at that. If not satisfied, they try some other track buyer, who is just as anxious to get No. 2 grain at No. 3 prices as any other buyer, and surely the track buyer can not be blamed for accepting No. 2 grain at No. 3 prices. The shippers themselves are alone to blame. Their grain is worth more and they can get more for it if they will but insist upon it. If the track buyer will not bid a fair premium for No. 2, then it is the plain duty of the shipper to consign it to some live commission firm who can and will insist upon its being graded properly and sell for its full market value. Shippers can overhaul and revise their careless selling methods with profit to themselves.

The Sec'y of the Iowa Ass'n in his annual report has also taken a rap at the careless selling methods of shippers, and the subject was not slighted by the Ohio dealers at their recent annual meeting. It is gratifying to know that the subject is receiving some attention, for fair discussion will soon bring about the needed remedy.

ELEVATOR ALLOWANCES.

Elevator allowances will be granted by Western Roads at many new points next week and it is hoped that this rebate will soon find its way into the pocket of every elevator man who receives grain in car-load lots, altho the shipper who builds and maintains a depot for storing and loading bulk grain into carrier's cars is more clearly entitled to the allowance than the unloading elevator. The shipper never detains a car longer than is necessary to cooper it and drop a load of grain into it.

Some of the railroads excuse their action on the ground that they grant the allowance only when cars are unloaded within 48 hours after setting at elevator. The shipper has never delayed cars so long as has been the common practice of unloading elevators. The shipper has helped to increase the earning power of the rolling stock more than unloading elevator can ever expect to do and is surely more clearly entitled to a loading fee than the terminal and transfer elevator is entitled to an unloading fee.

The scooper on the other hand, who has been able to get cars, has persistently detained them at the expense of the railroad and the general shipping public. A loading fee to elevator owners wud forever relieve the railroads of the necessity of granting cars to scoopers for warehouse purposes.

The elevation allowance is now being granted at Omaha, Des Moines, Council Bluffs, Kansas City, Rulo, Neb., and South Omaha; and next week will be granted at Lincoln, St. Joseph Mo.; Atchison, Kan.; Leavenworth, Nebraska City, Fremont, Neb., and Missouri Valley, Ia.

If the shippers can not get this favor in any other way, those along different lines can co-operate in the erection of a transfer and cleaning elevator at some near-by terminal and thereby lay undisputed claim to the same allowance granted other transfer elevators.

THE QUOTED RATE NOT THE LEGAL RATE.

Many shippers have been surprised and chagrined to find that the rate quoted by authorized agents of the railroad companies does not always govern in the collection of freight on shipment. We have published many cases wherein the "error", if it can be so designated, more than wiped out the shipper's margin of profit in the transaction; yet few shippers have had the temerity to bring suit against the carrier for their loss and those who have brot suit, as a rule, have sought to force the railroad company to carry the shipment at the rate quoted by the agent. This carrier cannot do as the Supreme Court of the United States in several decisions has maintained that the published tariff rate in all cases must govern as it is the only legal rate.

We have known of cases where carrier's agent evidently quoted the lower rate, knowing it to be illegal, for the prime purpose of getting the business, and confident that the higher rate wud be collected at the destination.

The Interstate Commerce Commission is striving to bring about a simplification of tariffs which shall be so clear it will be easy for every shipper to determine exactly what is the legal rate. In the meantime, we feel certain that altho the Supreme Court has held that none but the legal rate can be collected, still the same Court has frequently decided that the employer is always responsible for the er-

rors and acts of its agent. Hence, railroad companies are responsible for the acts of their freight solicitors or agents whose errors force losses upon shippers and the amount of each loss can, no doubt, be collected in a suit for damages. Such action would have the same results so far as the shipper is concerned and would relieve the Court of the necessity of discrediting the only rate countenanced by law in order to render justice to the plaintiff.

Uniform B/L in Sight.

At last the long-hoped for uniform B/L, minus the 120 per cent. clause and several other obnoxious and unfair conditions has been agreed upon by representatives of the railroads and the American Shippers Ass'n and submitted to the Interstate Commerce Commission. Its provisions and conditions are as follows:

..... Railroad Company and Connecting Lines.

Received subject to classification and tariffs in effect on the date of issue of this original bill of lading at 1907, from, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of the said route to destination, and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the conditions (contents and condition of contents contained (see conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns as just and reasonable. In issuing this bill of lading this Company, with respect to the portion of the route beyond its own line, and the carrier to whom it agrees to transport only over its own line.

Nothing herein contained, however, shall be construed as exempting the initial carrier from the liability, if any, imposed upon it by law for loss, damage or injury not occurring on its own line or its portion of the route beyond its own line, or for said property has been delivered to the next carrier.

Insert "order" clause.

Insert description of articles, etc.

..... Agent.

(Print on face of Bill of Lading.)

* If the word "order" is written in connection with the name of the party to whose order the property is consigned the surrender of the original Bill of Lading properly endorsed shall be required before delivery of the property. Inspection will not be permitted or order Bills of Lading unless previously agreed to by the original Bill of Lading, or given in writing by the shipper.

If the word "order" does not so appear the Bill of Lading is "not negotiable" and said property may be delivered without requiring such surrender.

CONDITIONS.

Section 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay thereto except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law or the act or default of the shipper or owner or for differences in the weights of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights, or for loss, damage or delay caused by fire occurring after forty eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given the carrier's liability shall be that of warehouseman only. Except in the case of negligence of the carrier or party in possession (and the burden to prove freedom from negligence shall be on the carrier or party in possession) the carrier or party in possession shall not be liable for loss, damage or delay occurring while the property is stored and held in transit upon request of the shipper, owner or

party entitled to make such request; or resulting from a defect in the property or from riots or strikes. When in accordance with general custom on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Section 2. No carrier shall be liable for loss, damage or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier except as such liability may be imposed by law, and any carrier shall be entitled to recover from the common carrier, railroad or transportation company on whose line the loss, damage or injury shall have been sustained the amount of said loss, damage or injury as it may be required to pay to the owner of such property or to the holder of this Bill of Lading, provided that it has given notice to such carrier, railroad or transportation company at least fifteen days before the payment of such claim, and that the liability of each carrier here is hereby assumed by or imposed upon the shipper, owner or consignee.

Section 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by special agreement endorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property, (being the bona fide invoice price, if any, to the consignee including the freight, if prepaid) at the place and time of shipment under this bill of lading unless a lower value has been agreed upon or is determined by the classification or tariff upon which the rate is based, in either of which events such lower value shall be the maximum amount to govern such computation whether or not such loss or damage occurs from negligence.

Claims for loss, damage or delay must be made in writing to the carrier at the point of delivery or at the point of origin within sixty days after delivery of the property, or in case of failure to make delivery then within sixty days after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of, or damage to, any of said property shall have the benefit of any insurance that may have been effected upon or on account of said property.

Section 4. All property shall be subject to necessary co-operation and bailing at owner's cost. Each carrier over whose route Cotton is transported hereunder shall have the privilege, at its own cost, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Section 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot, or place of delivery of the carrier, or warehouse subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier and subject to a lien for all freight and other lawful charges including a reasonable charge for storage. The carrier may make a reasonable charge for the detention of any vessel or car for the use of tracks after the car has been held for a specified time (exclusive of legal holidays) for loading or unloading, and may add such charge to all other

charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as setting aside any local law or rule affecting car service or storage.

Section 6. Property destined to or taken from a station at which there is no regularly appointed agent shall be entirely at risk of owner when unloaded from cars, or until loaded into cars, and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are detached to, and after they are detached from, trains.

Section 6. No carrier will carry, or be liable in any way, for any documents, specie or for any articles of extraordinary value not specifically rated in the published classifications or tariffs, unless a special agreement to do so and a stipulated value of the articles, are endorsed hereon.

Section 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

Section 8. The shipper, owner or consignee shall pay the freight and all other lawful charges accruing on said property before delivery. If upon inspection, it is ascertained that any articles shipped are not those described in this Bill of Lading the freight charges must be paid upon the articles actually shipped.

Section 9. Except in case of diversion from rail to water route, which is provided for in Section 3 hereof, if all or any part of said property is carried by water, or any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this Bill of Lading not inconsistent with such statutes and this section and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from perils of the lakes, sea or other waters; or from explosion, bursting of boilers, breakage of shaft or any latent defect in hull, machinery or appurtenances; or from collision, stranding or other incidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports; to tow and be towed and assist vessels in distress and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors and the liability for such lighterage shall be governed by the other sections of this instrument.

When property is carried under a rate which includes marine insurance the liability of the water carrier shall cover all risks insured against and shall at least equal the liability hereunder for rail carriage in closed cars.

Section 10. Any alteration, addition or erasure in this Bill of Lading which shall be made without an endorsement there of hereon, signed by the agent of the carrier issuing this Bill of Lading, shall be without effect, and this Bill of Lading shall be enforceable according to its original tenor.

Whether all of its conditions will meet with the approval or endorsement of grain shippers remains to be seen. Every shipper should study it carefully and write us and the commission his views regarding its provisions. A form once endorsed by the commission is likely to be used for years to come.

WHEN YOU sell your grain subject to destination weights and grades, make sure that first of all you understand what weights and grades are to govern. If buyer has the privilege of directing your shipment to the North Pole or Quito, the weights and grades of either point may prove disappointing to you. Shippers are entitled to have a specific statement as to what weights and grades will govern. Those who enter into contracts with the indefinite terms are likely to be imposed upon by buyers when the market declines. Have all terms and conditions in your contract specified clearly and definitely or else refuse to do business.

Seeds

The Clinton Falls Nursery Co., of Clinton Falls, Minn., has added a seed department.

Clover has been damaged 2.3 per cent by white grub, reports the Ohio Dept. of Agriculture.

Frank Platt of New Haven has bot the seed business of Elbridge E. Wheeler at Bridgeport, Conn.

The Venable Seed Co., of Owensboro, Ky., the failure of which was reported in this column June 25, has filed a statement showing assets of \$8,810, and liabilities amounting to \$17,834.

The seed department of its branch house at San Francisco, Cal., is being enlarged by the Chas. H. Lilly Co., of Seattle, Wash., under the supervision of Frank Lechenby, manager of the seed department.

London, Eng.—The quantity of English red clover now offering is very small indeed, prices are gradually hardening; the demand for the Colonies continues, and as neither the Continent, America or Canada can supply any this season, the whole of the demand falls upon the stock here. White clover, alsike and trefoil stocks are greatly reduced, and some difficulty is experienced in finding lots suitable for Colonial orders. Timothy is 2/- per cwt. dearer in consequence of higher prices from America.—W. H. & H. LeMay.

The American Seed Trade Ass'n. at its annual meeting at New York, June 25-27, elected the following officers for the ensuing year: Pres., George S. Green of the Illinois Seed Co., Chicago; first vice pres., Marshall Duryea of Henry Nungesser & Co., New York; second vice pres., F. W. Bolgiano, Baltimore; and secy., C. E. Kendel, Cleveland. O. Resolutions to continue the fight against the free seed distribution by the government were adopted.

Marshall C. Bruce of Dearborn, Mo., is defendant in a suit to collect a note for \$750 given in payment for a patent right in a separator alleged to be manufactured by the National Separator Co., for the separation of weed seeds from those of timothy and clover. Bruce alleges that the device was a failure, that there was no demand for the machine and the officers of the company permitted the company's business to be lost. The Penfield Investment Co. is plaintiff, and A. H. Penfield was pres. of the company.

Fire starting in a sack of alfalfa meal ignited some crates and boxes in the basement of the Carthage Seed Co.'s warehouse at Carthage, Mo., on the evening of June 12. Discovering the odor of smoke those on the floor above dashed buckets of water on the flames, holding the fire in check until extinguished with chemicals. As no one had been in the basement all day long the fire is supposed to have originated thru the gradual heating of the alfalfa meal. The loss is very small.

Red clover growing has been practically abandoned in parts of Tennessee on account of a fungus disease, first described by Professors Bain and Essary in 1905. As spraying, disinfection and cultivation promised no remedy the Tennessee experiment station concentrated its

efforts on the production of a disease resistant strain of clover, with encouraging results. Common and disease resistant plants were alike subjected to infection as a test, and 95 per cent of the resistant plants lived while only 5 per cent of the common clover survived. The odds in favor of the resistant strain are given as 50 to 1.

Geo. S. Green Elected President of American Seed Trade Association.

At the annual convention of the American Seed Trade Ass'n held at New York June 25-27 George S. Green of Chicago, Ill., was honored by election to the office of president for the ensuing year.



Geo. S. Green, Chicago, Ill.
Pres. American Seed Trade Ass'n.

Mr. Green was born at Hannibal, Mo., in October, 1863, and in 1881 removed to St. Louis to enter the employ of D. I. Bushnell & Co., dealers in field seeds, who four years later admitted him into partnership which continued eight years.

Removing to Chicago in 1893 Mr. Green continued in the field seed business until 1895, when the ill health of his wife necessitated a change of climate, and the following six years were passed in the West, most of the time at Colorado Springs, Colo.

Mr. Green has been a familiar figure at the conventions of the American Seed Trade Ass'n as the representative of the Illinois Seed Co., of Chicago, since 1901, when he became president of that company of which he still remains the head.

As congressmen are not necessary adjuncts to the agricultural department, and as the department has the rightful leadership in its peculiar realm, why not knock out the whole free seed graft, and reduce the scope to a concise system, treating extraordinary subjects, furnishing seeds in response to application, either thru congressmen or from the department direct, eliminating all of the useless specimens that are in many cases thrown away.—*Jackson Patriot.*

Leak in Government Crop Reports.

The trial of Edwin S. Holmes, Jr., in Judge Stafford's court at Washington on the charge of having conspired to defraud the government by divulging in advance confidential information regarding the cotton and wheat crops, is revealing the sad truth that the well paid employees of the Department of Agriculture are too ready to stoop to the lowest levels of duplicity to line their pockets at the expense of the public.

Not content with betraying the government, Holmes volunteered to give inside information on the contemplated plans of his friend, Theodore H. Price, in the cotton market, whereby his new found friends could profit at Price's expense. Presumably Holmes felt it his duty to transfer the ill-gotten wealth to the pockets of Van Riper and thence to his own. Having deceived Secy. Wilson and his immediate superior Statistician Hyde, Holmes thought nothing of duping Price.

Louis H. Van Riper, the government's principal witness, testified that he met Holmes in 1904 thru F. A. Peckham and agreed to give them two-thirds of any profits that might be derived from deals made on figures furnished by Holmes. On Aug. 9 Holmes gave him the figures on the government crop report which was to be published next day, as 12.3 bus. to the acre and a condition of 87.5; and these turned out to be the exact figures given out later to the public.

On Sept. 8 Holmes advised Van Riper that the report for Sept. 10 would show a big depreciation in the condition of spring wheat and suggested heavy purchases.

Holmes would signal to Peckham from the room in which the final figures were made up by manipulating the window shade in view of the latter, who sat at a window commanding the statistician's office, to warn him if anything went wrong. Holmes made up the reports and Statistician Hyde usually accepted his figures. The schemers also sought to force Hyde out of office that Holmes might be promoted, so as to make the manipulation of the reports easier.

Before his connection with Van Riper, Holmes had accumulated \$55,000 by illicit use of crop information. On his first transaction Van Riper gained \$2,100 and on his second \$2,500, of which Holmes and Peckham received two-thirds. Holmes received \$49,000 as his share of profits thru operations by Haas in October, and in November profits of \$167,000 were divided, followed by the \$43,000 in December.

With the working capital of \$25,000 secured from the November deal the firm of L. H. Mercer & Co. was organized with Holmes as an equal partner with Haas and Peckham, and on the dissolution of the firm \$38,282 was paid to Holmes in cash.

Unfortunately for the cause of justice the jury on July 3 after having been out for almost 26 hours disagreed and a new trial must be held.

While Secy. Wilson and Statistician Hyde continued their public denials of leaks in the Department of Agriculture Holmes and his conspirators continued to milk the speculative public.

Brady Bros., of Batson, O., have been sending out a handsome calendar with a reproduction in colors of the painting by Gays, "Evening After Rain."

Forged Certificates of Weight and Inspection.

Last fall the trade was shocked to learn of a Buffalo firm, since defunct, having forged a Certificate of Inspection, by reducing the grade so that shipment could be applied on contract at a heavy discount.

Recently a double forgery has come to light as is illustrated herewith. The original Certificate of Inspection was dated March 8, 1907. The forgery which has been changed in a very bungling manner shows the Certificate to have been issued March 18.

In addition to changing the date, the New Orleans receiver, who by the way was not a member of the Board of Trade, added the word "hot." We presume that he felt the change in date justified the addition of the word "hot."

Not satisfied with changing the Certificate of Inspection, the receiver also erased the weight entered in pencil in the Certificate of Weight, which is reproduced from the original herewith. He reduced the weight from 63,540 lbs. to 60,350 lbs. The reduced weight is the

weight of car 31170 after the grain had been dried. The date of the forged Certificate was also changed to read March 19, 1907, whereas the original Certificate of Weight was issued and dated March 15.

In explaining this forgery the Chief Inspector of New Orleans wrote as follows:

New Orleans' Board of Trade, Ltd.
E. F. Kohnke, President.
H. S. Herring, Secty-Treas.
GRAIN INSPECTION DEPARTMENT.
W. L. Richeson,
Chief Grain Inspector.
New Orleans, May 25, '07.

Messrs. Snodgrass-Steele Co.,
Kansas City, Mo.

Dear Sirs:—

I beg to acknowledge receipt of yours of the 29th enclosing inspection and weight certificates covering car No. 31170, and beg to confirm exchange of wires relative to same. Since the receipt of same I have gone into this matter very thoroughly to find that the original weight certificate has been altered as to date and weight, the original weight having been erased and the after drying weight inserted as the duplicate certificate, which I enclose will show. The word hot has been added to the inspection certificate by some one outside of this department. With this data I immediately started after Mr. McDonald to press the charge of forgery against him,

but find that he has left town after cleaning up. I have had no personal acquaintance with the man, he having seen fit to use this office but very little and never came in direct contact with him. I find that Mr. J. T. Gibbons, who bought this car settled with Mr. McDonald on the basis of 60,350 pounds at 46½c. This is a rank case of forgery, but with the man having fled I am unable to handle this in any other way, but to give you the facts as they are. At the same time I will keep in touch with what others are doing here in order to bring him to justice.

Yours very truly,
(Signed) W. L. Richeson,
Chief Grain Inspector and Weighmaster.

In the light of this forgery by a short lived receiver who had never been admitted to membership in the New Orleans Board of Trade, we are prompted again to advise our readers to confine their dealings in organized markets to members of the Grain Exchanges.

It wud seem advisable for all Certificates of Weight and Inspection to be filled in in ink and as a further protection against forgery, we wud suggest the use of a perforating machine which will cut the weight and the number of grade in the Certificate, thus making it still more difficult to alter same before forwarding to shipper.

New Orleans Board of Trade, Ltd.
New Orleans, May 18 - 1907
This certifies that there was inspected this date
at PONDRAIS YARD, No. 1, our Mixed Corn. 36170 and
contents found to be - No. 1, our Mixed Corn. Test
Remarks: Lost. Musty & Hot.
W. L. Richeson
CHIEF INSPECTOR.

Fotograf of Certificate in which Date was Changed and "Hot" Added.

NEW ORLEANS BOARD OF TRADE, Ltd. ORIGINAL No. 334
THIS CERTIFIES that there was weighed at the
CENTRAL ELEVATOR & WAREHOUSE CO'S ELEVATOR "C"
the contents of car hereon specified
For account of *W. L. McDonald* INWARD.
X CAR CAR NO. INITIAL WEIGHT CONTENTS
PRR 21170 *Don.* *60350* *42 Mixed Corn*
PONDRAIS YARDS NEW ORLEANS *3/19* *1907*
WEIGHED ON HOPPER SCALE
BY *W. L. Richeson* Chief Weighmaster
W. L. Richeson WEIGHMAN

Certificate in Which Date and Weight were Changed. Loss 57 Bus.

Demurrage for Vengeance Sake.

At the recent meeting of the Texas Grain Dealers Ass'n, J. Z. Keel of Gainesville recited a most aggravating experience had by his firm during the past season with the Santa Fe elevator at Kansas City and the Santa Fe R. R. which owns the elevator.

Early last fall The Keel Grain Co. purchased about 50,000 bus. of wheat stored in the Santa Fe elevator at Kansas City. In September, ten cars were ordered out; about thirty-five days later, twenty more cars were ordered out; a month later, ten more were ordered out. Despite these orders, no wheat was loaded out.

Finally in despair, Mr. Keel wrote to the manager of the elevator in Kansas City asking for explanation and was informed that household goods were being moved to the Southwest for home-builders in preference to any other commodity. When referred to that clause of the Interstate Commerce Law which prohibits discrimination between commodities, the manager of the Santa Fe elevator read it and the next day loaded out fifty cars of wheat for the Keel Elevator Co. and delivered every car three days later at the Keel elevator in Gainesville much to the inconvenience and irritation of the members of the grain company, who did not want and were not prepared to handle grain in such large quantities. However, the railroad company insisted on the grain company paying demurrage for delay of cars, which was done.

Later the railroad company permitted five cars of corn consigned to this same company to stand in the yards at Gainesville, altho repeatedly ordered to the elevator of the Keel Grain Co. The railroad company complained that the Keel Grain Co. did not have sufficient steam power to care for the volume of business it was handling, when it objected to paying demurrage on the fifty cars delivered at its elevator on the same day.

When the Keel Grain Co. complained that the railroad company was derelict in switching cars to elevator for unloading, the very same officials of the Santa Fe R. R. sought to excuse their dereliction

by their lack of motive power,—a grievous fault in the Grain Company's elevator, but an excuse for many evils in the railroad company's management.

The truth of the matter is that few railroad officials are disposed to consider with fairness the rights of shippers or

New Board of Trade Building at Indianapolis.

The Hoosier capital is blest with so many railroads, it has long been an excellent point for rebilling grain to Eastern and New England points, and its local industries require considerable corn and



Assembly Hall New Board of Trade Bldg., Indianapolis.

patrons. Upon the *net results* of their own departments rests the chances of their promotion.

Professor Webster states that he has kept the green bug "breeding within doors where the temperature during the night frequently fell below the freezing point and ink was frozen in the instand on the desk. In this way they were reared thru-out the entire winter of 1889-90 at Lafayette, Ind." It would seem to the non-scientific that the bug would freeze to death. Or does the green bug wear a fur coat?

wheat; hence the city's grain trade has increased remarkably during recent years.

The Board of Trade, which includes many local merchants as well as the carlot grain dealers of the city, has grown and prospered as is clearly evidenced by the handsome new building illustrated herewith. The eight-story structure is surrounded by artistic structures. It fronts 150 feet on Meridian st. and 100 feet on Ohio st. All footings, columns, girders, beams, floor slabs, sidewall slabs and roof are of reinforced concrete. The reinforced concrete skeleton frame carries all the outside walls and combination concrete and tile floor slabs, all according to the Kahn system of reinforced concrete.

The building is entirely of cut stone up to the level of the third floor. From this point up, the exterior is of brick terra cotta and copper cornice. These walls carry no load, but are supported by reinforced concrete and serve only as an exterior finish to the building. The building is equipped with three passenger elevators and one freight elevator. Its tile floors, marble wainscoting and all corridors and lobbies are similar to that shown in our representation of first floor lobby, containing marble stairway.

The first floor is devoted to storerooms and the upper floors are used for offices. On the sixth, seventh and eighth floors are to be found the offices of the grain dealers and those interested in collateral lines.

The assembly room on the seventh floor, which is illustrated herewith, was recently used by the Indiana Grain Dealers Ass'n for its Mid-summer Meeting. This room is 40x70 ft. with a large stage in the east end, and is equipped with about five hundred folding mission oak chairs. At the rear of the assembly room is the Governing Committee's room, 30x40 ft. It is furnished with elegant leather upholstered chairs, large folding doors separating it from the assembly room. Both rooms can be thrown into one by folding doors back against the wall.



Marble Stairway New Board of Trade Bldg., Indianapolis.

Adjoining the Governing Committee's room is the secretary's suite of three offices, all finished in mission oak and furnished to correspond.

The reading room is 20x40 ft., elegantly furnished with upholstered chairs, davenports, etc. The Committee room adjoining the reading room is 16x20 ft. It is furnished with large directors' table, and adjoining the Committee room is the Smoking room, 16x24. Then comes the dining room, 20x40 ft., with a seating capacity for about one hundred. Folding doors separate the dining and smoking rooms.

A large kitchen and two serving rooms are equipped with all the latest and best utensils for serving meals or a banquet as members may desire. The furniture throughout the Boards' quarters is mission oak.

The Mansfield Engineering Co. should be given credit for the reinforced concrete design and construction. The building has all the conveniences and accommodations of a first-class office building. The pleasing outlook afforded by most of the offices occupied by grain dealers is such as to make them feel happy even when a declining market catches them with a large stock of grain on hand.

Association Meetings.

July 11-12th the Tri-State Grain Dealers Ass'n will hold annual meeting at Sioux Falls, S. D.

July 16, 17 and 18 the National Hay Ass'n will hold its annual meeting at the Cataract-International Hotel, Niagara Falls. An attendance of 900 is expected by Sec'y Goodrich.

Aug. 7-8 The Michigan Hay Ass'n will meet at Saginaw.

Oct. 2 and 3 the Grain Dealers National Ass'n will hold its annual meeting at Cincinnati, O.



New Board of Trade Building at Indianapolis, Ind.

Annual Meeting Iowa Grain Dealers' Association

The seventh annual meeting of the Iowa Grain Dealers Ass'n was called to order in Commercial Club Hall, Des Moines, July 9 at 10:30 a. m. by Pres. J. A. Tiedeman, who read the following address:

President's Address.

We have certainly been blessed with a large and bountiful crop the past year, and that you have all been exceedingly busy, goes without saying.

We have all been able to see, the past season, that the teachings of the "Seed Corn Special Train" are bearing fruit. Your Sec'y will tell you that the Iowa Grain Dealers Ass'n is responsible for originating, promoting and managing these trains, but I want to tell you that I think that Mr. Wells himself is entitled to a great share of credit and thanks.

Do not understand me that I am trying to discredit or slight the good work of Prof. Holden and his assistants, for without their aid there would have been no occasion for running these trains.

During the fall of 1905 the dealers in Iowa bot and sold to the terminal dealers a great amount of corn for December delivery. When the month of December arrived, a great many could not fill their contracts on account of car shortage, and consequently, large losses were sustained in making settlement with the terminal buyers.

Last Fall, 1906, these dealers were not caught in the same way. They were more cautious about making short time contracts, or contracts for early delivery. Yet during the past year the car shortage was severe, and the greasing of switch crews and other methods were sometimes resorted to, to get an empty.

This brings to my mind co-operation between the railroad and the shipper. If the dealers in Iowa will be careful and not try to ship the entire crop in from one to three months, in a large measure the car problem will be solved.

We as shippers can and should work more in harmony with the railroads and try to spread the shipping period out over more of the entire season.

I do not want to give the impression that the shippers should relinquish any of their rights and privileges as against the railroad companies, but there are many ways in which the dealer can co-operate with the railroads and at the same time insist on all of his rights and privileges.

The Iowa Grain Dealers Ass'n has always stood for what is right and just as between the shipper, the railroads and the terminal dealer, and the influence wielded by the Ass'n has done much to assist in correcting many of the abuses in the grain trade.

Along this line I wish to make some further recommendations for your consideration:

Car Load Dockage: As you are aware a wide discrepancy exists between the several markets as to dockage, ranging from nothing at Chicago and St. Louis, Peoria and Milwaukee, to as high as 2 pounds per one thousand pounds at New Orleans. It would seem that Chicago, St. Louis, Milwaukee and Peoria are about right in this matter.

Delayed Inspection and Reinspection: In some of the markets reinspection is limited to about noon the following day, while in others there is no limit. In these latter markets, if the grain does not suit the buyer and the price being lower, he can call for reinspection when it suits his fancy, and as you are aware, it invariably means heavy loss to the shipper.

Extension of Time of Contract: It would seem in this matter that a definite time of extension should be stated. Cases have arisen the past year where an indefinite extension has been given, and then the terms of the contract not having been complied with, the seller has demanded settlement on market difference on the day of the expiration of the contract, while the buyer has insisted on settlement on a date several days after expiration. You can easily see the necessity of a definite time of extension.

Uniform Grades: All of you have probably read more or less about this subject in the various trade journals. I would recommend that the association go on record, as favoring standard or uniform grades.

Minimum carload weights: Very often cars arrive at terminals too full for thoro

inspection. Inspectors tell us that there should be at least three feet of space left between the grain and the roof of the car in order to get satisfactory inspection.

It might be a good thing to request railroad companies to re-adjust their rules on minimum weights so as to allow a thoro inspection the first time the inspector gets into the car.

Resealing Cars After Inspection: A great many of the markets do not have a very good system for resealing cars after they have been inspected, in fact, I might say that all the markets are exceedingly lax along this line. It would seem that the shippers cannot be too strict in insisting upon this very important detail.

Shrinkage Allowance: Last year the convention passed a resolution that in the settlement of claims "That the allowance of one-half of one percent is unwarranted and not justifiable. That if any natural shrinkage is a reasonable charge, it should not in any case exceed one-fourth of one percent."

While most of the railroad companies have come in on this proposition, all right, yet frequently cases have come up where they still try to sidestep and insist on settlement on the basis of one-half percent. I would urge that the convention take action on this matter and firmly endorse the action of the convention last year.

Uniform Bill of Lading: You are all aware that the railroads and the shipping public are endeavoring to come to some definite understanding as to a Uniform Bill of Lading. The Secretary will go more into detail in this matter in his report, showing that in Section 1 of the Bill, it relieves the carriers of a responsibility which, I believe, they ought to assume.

Incorporation: The Iowa Grain Dealers Ass'n is not incorporated. I think the time has now come to incorporate the association, thus putting ourselves squarely before the public, as to our objects, etc. I would therefore recommend that you give your Governing Board authority to incorporate the organization.

The various subjects just enumerated I submit to this convention for action.

Visitors: In conclusion I wish to say, that I am particularly pleased to see the number of visitors among us. Meetings of this kind give the terminal dealer and commission merchant a chance to become better acquainted with the man on the other end of the line. On the other hand, we as country dealers learn that the men who handle our goods on the terminal end are, as a general rule, pretty good fellows after all. On behalf of this Ass'n I wish to extend a hearty welcome to our visitors, and I trust your being among us will result in much good and profit to you.

Pres. Tiedeman ap't'd the following comites:

Resolutions: J. A. King, M. Rothschild and D. J. Jenks.

Nominations: P. A. Cummings, Geo. Brown and Julian Kunz.

Treas. Wells read the following report, which was passed to the Auditing Comite. It showed total receipts of \$7,834.34.

The total assets of the ass'n include cash \$868.32; mileage \$91.20; fixtures \$490.91 and dues uncollected \$440.30.

Sec'y Wells read the following report concerning the work of the ass'n during the past year:

Secretary's Report.

This report covers the seventh fiscal year of the existence of this Association which ended March 31, 1907.

The large crop of the year gave an increased volume of business for the dealers and a continuously advancing market has resulted in good profits. It has been a "fool for luck" sort of year. The wise dealer, who carefully hedged his stocks which he was obliged to hold because of scarcity of cars, lost out badly. Those who were persistently kicking because they could not get cars were forced to take profits instead.

It has been a year of anomalous conditions. The corn crop exceeded the crops of previous years by about fifty million bushels, which increased the shipping surplus that amount, or in fact doubled the shipping surplus of former years.

It is estimated that we have been shipping only about twelve to fifteen per cent of the corn crop of the state.

While soil and climatic conditions were favorable for the crop, it is generally conceded that the better selection and preparation of the seed is largely responsible for the increased yield, and that this has been the result of the work done by the Iowa State Agricultural College. The Iowa Grain Dealers Ass'n, however, is entitled to the credit of originating, promoting, organizing and managing the "Seed Corn Special Train" campaign, whereby Prof. Holden and his assistants were able to have a larger audience of farmers in three months time than could have been accomplished at county institutes in five years. Our motives in doing this work was purely a business proposition as it was considered that if five bushels could be added to the average yield per acre of corn in this state it would result in adding twenty per cent to the entire volume of the grain dealers' business, including all grains. The result has been demonstrated. The fifty million bushels increased crop of last year added fifteen million dollars to the farmers' income (and it was net profit), two to three millions to the revenue of the railroads, and upwards of one million to the profits of the grain dealers.

This is an example of a co-operative principle that builds up and does not malign or destroy. It is practical and applicable to the commercial conditions of this country, to the development of its great resources that can only be accomplished by a competitive commercial system.

Conditions in this country cannot consistently be compared with Holland and Belgium.

ROUTINE WORK OF THE ASS'N.

The following subjects relate to the routine work of the Iowa Grain Dealers' Association:

Arbitration: There have been numerous claims submitted involving differences between our members and terminal dealers, all having been adjusted privately through the Secretary, but two which were referred to the Arbitration Committee and their decisions in general terms in these cases were:

(1) That the sender of a telegram is not responsible for an error that occurred in the delivery of same at destination by telephone.

(2) That a terminal dealer is responsible for the acts of his broker and when the seller requested of broker the cancellation of a sale within one hour after sale was made, there being no change in market value, the buyer was entitled only to such damage as would amount to a reasonable profit on the transaction.

Crop Reports: We have compiled and published a monthly crop report, endeavoring to give our members a condensed statement of crop conditions and other information. We use the plan of computing the average of numerous individual reports, dividing the state into nine districts, each district being a unit, and the report of each district being computed separately. We compile estimates especially on acreage, growing conditions, yields per acre and total production, also the marketable portion of corn and oats of last crop, having left the farmers hands at first of each month, and any other information that may seem desirable. We use the percentage figures as a comparison with last year, being in an entirely different sense from that used by the Agricultural Department which applies the percentage to the "normal" condition. It is my opinion that the Government basis is largely misunderstood and misconstrued. My criticism of the Government basis and method is that the basis is too technical and that the average of numerous Government reports is not sufficiently expert to make a report on what may be termed a "normal" basis. I believe that for practical grain trade purposes, the method that we use of computing averages will more closely approximate the fact and making the comparison with the "Last year" gives the most definite and practical result.

General Correspondence of the Secretary's office has averaged about twenty letters per day, some of which are brief and unimportant, while many involve much time in making investigations and securing the necessary information required. All the subjects mentioned in this report have received more or less attention in the regular correspondence. Our members are expected to make use of the Ass'n as a Bureau of Information and all questions receive the best attention that we can give.

Circular Correspondence during the year amounts to about fifty thousand letters. I have undertaken to make this feature of the association work valuable in an educa-

tional sense in disseminating information pertinent to the grain business. General conditions of the present time require that the grain dealer who would succeed must be a grain merchant in the full sense and must be kept informed on all matters relating to his business. It requires constant effort and work on the part of your Secretary to keep himself abreast of such matters as affect the grain dealers business in order to furnish reliable information to our members.

Crop Improvement: Last fall I wrote letters to all secretaries of County Institutes in this state, urging them to include in their programs the subject of improvement of the oat crop. Several responded in a vigorous manner, and we hope that the oat crop will receive more attention at county institutes in the future. I also completed arrangements with one railroad company to run a "Seed oats special" train and Prof. Holden's Department of the College made all the necessary preparations to conduct the work, but just at the time the legislature passed the law, and the railroad company cancelled the arrangement. There is no question but what a "Seed oats special" train would have awakened the farmers to some extent to the necessity of better selection and preparation of seed, better preparation of the seed bed, the use of preventatives against smut, and more care in harvesting the crop.

Directory of Grain Dealers: You are no doubt aware of the benefit in having a complete and accurate list of grain dealers who operate proper facilities for handling grain, published and placed in the hands of the terminal dealers and of keeping them advised of changes from time to time. We provide such information to about three hundred terminal dealers who solicit business in this state. The correspondence and work in this connection is considerable.

Freight claims are being continually referred to your Secretary and as a rule they are always questionable cases or refused claims. This work requires considerable time and careful consideration. We do not wish to encourage the idea of a general collection of freight claims by the Ass'n, but rather that we have an opportunity to examine claims that have been refused and if such claims possess merit to insist upon payment by the railroad company. This gives us an opportunity to check up the general methods and conditions, and exercise an influence toward improvement. This subject is discussed further in this report.

Legal Opinions: During the past year, numerous legal questions of general importance have arisen and we have obtained legal opinions on such matters, communicating same to our members by circular letters. All legal opinions are kept on file, and we can furnish extra copies at any time. If a legal question arises with a member, it is advisable for him to inquire of the Secretary. We may have an opinion covering the desired question. If not, and the question is of general interest to our members, we will obtain such an opinion and send a copy of same to each member.

Legislation: The last General Assembly of Iowa enacted the following laws which have more or less relation to the grain business, viz.:

Corporations as follows, to-wit:

- (1) To prohibit grain combines, trusts and pools by grain dealers.
- (2) To prohibit the making of false or exaggerated statements or publications of or concerning the affairs, pecuniary condition or property of any corporation or joint stock association, etc.
- (3) That no corporation shall issue any capital stock or any certificate of same or any substitute therefor until the corporation has received the par value thereof, etc.
- (4) Defining a bucket shop and bucket shopping, and making it a crime to maintain and operate same.
- (5) Providing that the Secretary of State shall not file articles of incorporation until he is satisfied that same are lawful, etc.

Railroads as follows, to-wit:

- (1) Relating to the establishment of joint rates.
- (2) To authorize reconsignment without charge.
- (3) Placing burden of proof upon railroads.

(This bill was introduced by this Ass'n.)
(4) To enlarge powers of Railroad Commission relative to investigating rates outside the state and making complaint to Interstate Commerce Commission.

(5) Providing for scales and the weighing of commodities transported in car load lots and furnishing certificates of weight.

General as follows, to-wit:

- (1) To prevent fraud in the sale of agricultural seeds, concentrated commercial feed stuffs, etc.
- (2) To provide for the conduct of mutual

insurance companies, the accumulation of a reinsurance reserve, etc.

During the session of the Legislature from about Jan. 1st to April 10th much time and attention was given to this work.

Membership: We have a membership of 302 individual firms including 635 elevators, and the ass'n is in a healthy condition financially as the report of the Treasurer will show.

Scale Inspection and Repairing: During the year we have inspected 812 scales. It requires very close attention to keep the earnings sufficient to cover the expense on the basis of \$3.00 per each inspection. There are a portion of our members who do not fall in line with the idea of one inspection each year, but who instead request inspection only when it is apparently needed. This is not in accordance with the spirit and purpose of the general plan. If all members would adopt the annual inspection plan, our cost of inspection could possibly be reduced and the general condition of the scales be kept to a higher standard.

This matter requires considerable time and attention of the Secretary. About one day of each week is given to work of examining and recording the inspection reports, and making up lists and letters soliciting the applications.

Shortage Claims are continually received by the Secretary and advantage of the opportunity is taken to determine the cause of such shortage, whether because of defective weighing, leakage or stealage in transit, and to insist upon such regulations and rules by railroads and supervision at terminal markets as will give the shipper the best possible protection.

The contingent conditions found in connection with shortage claims are as follows, to-wit:

- (1) Shippers' weights, (2) Coopering the car, (3) Sealing car immediately after loading, (4) Physical condition of car, (5) Seal records, (6) Repairing cars in transit, (7) Resealing after inspection, (8) Recording condition of car and seals by the weigher at destination, (9) Destination weights, (10) Supervision of weights.

Stocks of Grain, Reports of. During the

past five years we have compiled monthly estimates of the comparative stocks of grain in store in country elevators to show the general disposition of the dealers in shipping or holding the grain in store which, considered in connection with our reports of the marketable portion of grain having left farmers' hands, gives considerable information concerning the country supplies.

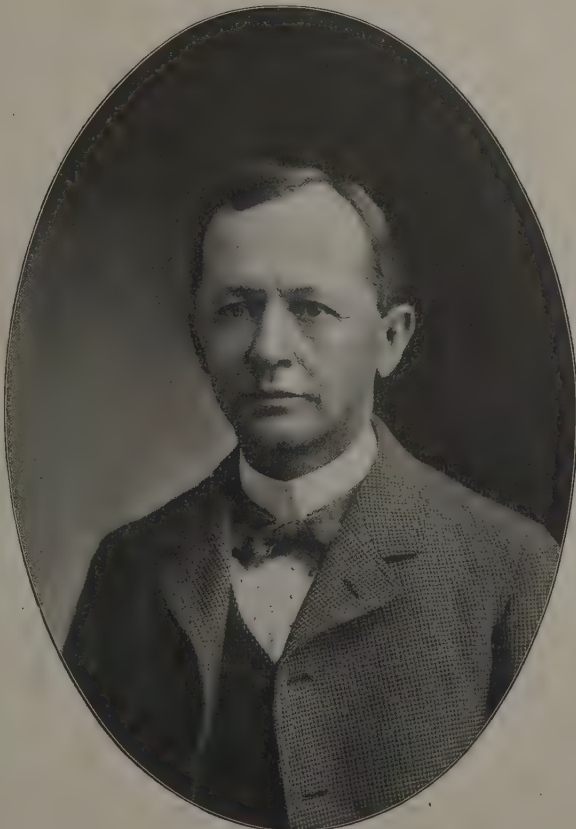
In General: A careful consideration of the foregoing subjects will show that your Secretary has a wide scope of work, much of which is intangible in character and indefinite in results. In other words, it's a kind of work that does not show up daily in the cash drawer, but which I trust does indirectly at least benefit the members.

GENERAL TRADE CONDITIONS.

The following subjects originate in the correspondence, and different claims and complaints received from our members, to-wit:

Car Load Dockage: The continuous agitation for several years against car load dockage at terminal markets by the grain dealers associations has been effective, but several markets to which Iowa is tributary still maintain the car load dockage system as follows, to-wit: Baltimore, 30 to 50 pounds per car; New Orleans, 2 pounds per one thousand pounds (its abolishment is being considered); Omaha, Kansas City and Memphis still continue to take 100 pounds per car. The Railroad & Warehouse Commission of Minnesota authorize a car load dockage of 30 pounds per car at Minneapolis and Duluth. Car load dockage has been absolutely abolished at Chicago, St. Louis, Peoria and Milwaukee.

Discount because of missing grade has been the cause of differences between our members and terminal buyers. The card bid contract usually reads that "Grain missing grade will be applied at market difference day of arrival." When there is a wide range in value of the grade as inspected, it becomes quite an indefinite proposition as to what is the actual value of the grain to be applied and the proper discount. Instances have occurred where the grain would be carried over for several



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days and then applied at the market difference after a decline in market value as compared with date of arrival.

It is the custom of some shippers to advise the track bidder with notice of shipment, that if the grain does not apply to the contract because of missing grade or wire the elevator at which they will accept it. If the discount is not satisfactory, to have the car turned over to a commission merchant to be sold by sample and either ship another car or have the commission merchant buy in a car to fill the contract. I have observed that some shippers are indifferent about shipping the grade as sold simply anticipating that the grain shipped will apply at a discount. When sales are made to local southern markets where there are no grain hospitals and no regular demand for off-grades the shipper should be particular to ship the grade sold as the discount is likely to be unsatisfactory because of limited demand for off-grades.

Delayed Inspection and Reinspection occur in some markets because it is according to the custom and rule established by the interests that dominate the market, while in other markets the buyer is required to call for reinspection within a certain time, usually by one o'clock the following day. Grain sold in Minneapolis on "delivered terms" is subject to reinspection when unloaded regardless of the time taken by the railroad company in making delivery or of the disposition of the buyer to unload promptly. Supposing a car of grain is delayed in being placed for unloading and the market has declined. The grain being close on the line of next lower grade the buyer may have a reinspection even though thirty days after date of sale and inspection. The commission merchant realizing the possibility of having the inspection changed consents to a compromise settlement with the buyer in order to avoid delay or having grade changed, and the additional expense of switching charge in the event of a resale being necessary.

Another unfavorable condition of delayed inspection occurs when cars are loaded too full for a thorough inspection, especially true with grain. The terminal markets, however, are not chargeable with this. It is because of the fact that railroad companies insist on cars being loaded so full that a thorough inspection is impossible. When cars of oats are loaded so full, it is usually the case that the lightest grain and most dirt goes into the car last and fills up at the door, being the last contents of the shipping bin; thus the original inspection at the doorway is often lower than the average contents of the car and the buyer thus gets a better quality of oats than the inspector's sample. This question will be considered further under the head of car load minimum weights.

Grain shippers should carefully note the difference in track bidders' terms as follows, to-wit: Grain missing grade applied to contract at market difference when unloaded, as compared with "Grain missing grade applied on contract at market difference day of arrival." The first proposition subjects the shipper to the chances of deterioration by delay in delivery and consequent delayed inspection at unloading. Grains have been known to be 30 days in being delivered and unloaded after arrival. Shippers should read the card bid terms carefully, which in fact constitutes the terms of contract, and insist upon having inspection immediately on arrival.

Defaulted Contracts: This question is the cause of much trouble between buyers and sellers of grain. There is more or less carelessness on the part of both buyer and seller regarding the extension of the time of shipment. In other words, the term of shipment is sometimes extended indefinitely and consequently has no legal force beyond the date of expiration of the term of shipment specified in the contract. It is the buyers legal privilege to cancel contract at the expiration of the term of shipment, and hold the seller for damages based on the market value of that date. If extension of the time of shipment is agreed upon, it should be a specified length of time. I would call your attention to the Grain Dealers National Trade Rule No. 20, and I can furnish copy of a legal opinion. I also arbitrate decisions relating to this question if desired.

Interstate Commerce Commission: We find that there are questions continually arising that relate to transportation and are of importance to our members that are under the jurisdiction of the Interstate Commerce Commission. Our correspondence with the commission and its consideration of the questions presented is very satisfactory and commendable because of the care and promptness shown.

The hearing of the Commission held at Des Moines last October and the sensational newspaper reports involving this association is perhaps worthy of mention. It

was a noticeable fact that representatives of certain Chicago Commission firms were using every effort possible to discredit this Association before the Interstate Commerce Commission. The first witness called was C. G. Meserole, who is manager of the farmers elevator at Gowrie, Iowa, and who stated that he was engaged in the grain business at Harcourt, Iowa, during the years 1894 to 1897. His testimony was to the effect that while he was engaged in the grain business at Harcourt, he was asked by the Grain Dealers Ass'n to join the Ass'n and fix prices. The fact that the Iowa Grain Dealers Ass'n was not organized until April, 1900, and had no predecessor is proof of the untruthfulness of his testimony.

Mr. Nordshaw, manager of a farmers elevator at Badger, testified to the effect that during the years 1896 to 1898 he was employed by the Peavey Elevator Co. at Humboldt and that he mailed the price cards published by the Iowa Grain Dealers Ass'n. The untruthfulness of this testimony is also evidenced by the fact that the Iowa Grain Dealers Ass'n did not exist until April, 1900.

The following testimony shows conclusively that C. G. Meserole had no foundation of fact upon which to base his testimony that members of the Iowa Grain Dealers Ass'n were required to abide by Case card prices, to-wit:

Question: Have you any information from any source that the members of the Iowa Grain Dealers' Association have any agreement among themselves to be bound by the Case card prices?

Meserole: Only from hearsay and what was reported by other people.

The following testimony by Mr. Meserole indicates clearly that he is simply a tool of certain Chicago Commission firms.

Commissioner: So you as a representative of the farmers elevators of Iowa consider the Call Rule beneficial to grain growers?

Meserole: I think so, yes, sir.

Commissioner: Why do you consider the Call Rule beneficial to the grain growers? Isn't it a fact that the rule prohibits any member of the Chicago Board of Trade from bidding more than the fixed price of the Call?

Meserole: I think that's true.

Commissioner: Does not that go dangerously near the idea of stifling competition?

Meserole: It may appear that way to some. I simply regard this rule as a protection to the Commission man.

Much evidence in the form of correspondence was offered by Mr. Meserole and his Chicago commission firms in an effort to show that they had suffered by the illegal boycott established against them by the Iowa Grain Dealers Ass'n. Such an effort was ridiculously inconsistent, especially when compared with the drastic boycotting provisions and penalties of the penalty clause that has been so vigorously promoted to be included in the by-laws of farmers elevator companies by Mr. Meserole and his Chicago commission firms, with the evident intention to monopolize the farmers business.

An extract from a legal opinion rendered to this Association by A. B. Cummins, Sept. 1, 1900 (I give the name of the author of the opinion so that Mr. Meserole will not publish it as a fake opinion), is as follows:

"It is my opinion that you will neither violate any law nor will you subject yourselves to damages by stating to receiving houses that you believe they ought to confine their trade to such buyers as have necessary qualifications to enter your association, and you can change the phraseology in any way that will express that idea."

The language of the opinion is certainly plain and we have kept well within our legal rights in publishing this opinion.

I desire to make a few definite statements for the information of the members of this Association and also the public, as follows:

(1) That there is no provision of any kind whatsoever and there never has been in the constitution and by-laws of the Iowa Grain Dealers Ass'n making any requirements whatever of its members in any sense regarding prices.

(2) That there is no provision of any kind whatsoever and there never has been in any sense in regard to boycotting.

(3) That neither the Iowa Grain Dealers Ass'n, nor its members have ever directly or indirectly published a price card.

(5) That the price card method was in vogue years before this Ass'n was organized.

These statements, I think, definitely cover the two slogans used by Mr. Meserole and his Chicago commission firms in their efforts to injure the business of the grain

dealers of this state, namely: "Boycotting" and "Price fixing."

Insurance: During the year, I have received numerous letters from members in regard to mutual insurance, some of whom urgently insisted that the grain dealers consider this question of forming an organization for the purpose of mutual insurance. In accordance with such requests, I called a meeting of those dealers who had thus written me on June 25th, which meeting was duly held. It was the unanimous desire of those present to complete the organization of a grain dealers mutual insurance company and that a mass meeting of the dealers be called at ten o'clock A. M. Wednesday, July 10, 1907, to further consider the question and to complete the organization.

Inspection of grain: I find that many dealers do not understand what supervision of grain inspection exists in the different markets, and for the information of such would state as follows, to-wit: Minneapolis, Duluth, Chicago, St. Louis, and Kansas City have state supervision. New Orleans, Peoria, Memphis, Baltimore, Milwaukee and Omaha have supervision by their respective Boards of Trade.

Landlord's Lien Law: During the twenty ninth General Assembly of 1902, we undertook to remedy the injustice to grain dealers of the Landlord's Lien Law, which made the grain dealer liable to the landlord for grain sold by the tenant as being subject to lien for rent.

We were unable to secure a repeal of the law, but did secure an amendment that provides, as follows, to-wit:

"Section 1. If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any grain, or other annual products thereof, upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly."

Since the enactment of that amendment, we have had very few cases reported and believe that the most of the trouble in making the tenant criminally liable has been important. During the past year, some of our members urged the idea that the Landlord's Lien law is unconstitutional, and I obtained a legal opinion to the effect that it is constitutional. Any member desiring copy of such opinion may have it on request.

Moisture test: During a recent visit at Des Moines, Mr. John D. Shanahan, of the Agricultural Department at Washington, gave a demonstration with the moisture testing apparatus and it would seem that it is practical for grain dealers to make use of them to determine the general condition as regards moisture in corn. I simply suggest that several dealers in a locality might own one together and derive much benefit.

Penalty Clause: Attorney H. H. Stipp of Des Moines, and also several other attorneys have given opinions that the "Penalty Clause" is a violation of the provisions of the Stillman law that became effective July 4, 1907. Copies of Mr. Stipp's opinion will be supplied on request. I understand that a case was commenced in court in Illinois a year or two ago on the ground that the penalty clause violated the anti-trust law of that state, but was quashed by the court on the technical ground that the by-law of the defendant farmers elevator company had never been approved by its Board of Directors and therefore the defendant company did not have a corporate existence.

Violation of the Stillman law is deemed a misdemeanor and punishable by a fine of not less than \$500 and not more than \$2,000, or not exceeding six months in jail, or both fine and imprisonment.

Seal Records: The present system of recording seal numbers is not sufficiently complete to give a positive seal record from time of loading to the unloading of car. The inspectors in most of the markets do not make record of the seals broken for inspection of grain. Private samplers also open cars and do not keep record of seals broken, thus the seal records are not complete in showing that cars have not been without seals. In fact, many cars arrive at elevators without seals. Of a total of 55,576 cars supervised by the weighing department of the Merchants Exchange at St. Louis during the year 1906, 5638, or over 12% were without seals at the door; 4207, or over 9%, without seals at the windows. This condition exists to a greater or less extent in all markets. If provisions could be established that would give a positive and complete seal record, the use of private seals would seem advisable.

Trade Rules: It would seem that many grain dealers do not carefully consider the "trade rules" that have been established by the Grain Dealers National and other grain dealers associations and that these rules be published in booklet

form and a copy sent to each member of this Ass'n. That if any member finds anything in the rules that does not seem to be as it should, that he report the matter to the Secretary in order that such change of rules may be properly considered.

Uniform Grades: Your President and Secretary attended the meeting of the Uniform Grades Congress at Chicago June 22nd. The general report of the proceedings you have no doubt read in the grain trade journals. It would seem that the movement looking toward the establishment of uniform grading of grain for export and in the different domestic terminal markets, is progressing favorably and that such uniformity of grades is practicable. Mr. Courcier, Secretary of the Grain Dealers National Ass'n, is entitled to much credit for his efforts along that line.

TRANSPORTATION CONDITIONS.

Bad Order Cars: Of a total number of 101,018 cars received at Kansas City, 5471 were leaking over the grain door, 14,263 leaking at other parts of the car and 8602 arrived without seals.

Of the total number of 45,535 cars received at St. Louis, 19,216 arrived in bad order as follows, to-wit:

Leaking at grain door.....	3352
Leaking over grain door.....	311
Leaking at the box.....	4308
Leaking at end window.....	505
Not properly sealed.....	5638
End windows not sealed.....	4207
End windows open.....	895

There is no doubt but what there is much loss to shippers because of leakage and opportunity for stealage. Accurate shipping weights are necessary to determine such loss.

Car door lumber: There is some complaint that railroads do not furnish proper material for car doors and sometimes do not furnish any. Some inquiry has been made as to whether the railroad could be required to pay the shipper for the lumber, etc., provided by the shipper. There is no question as to the obligation of the railroad company to provide material to cooper the cars and when the shipper does provide such material he should insist that the agent note on his billing "Car door material furnished by the shipper", then there is evidence to substantiate a claim if necessary.

Car Shortage: The conditions during the past year have demonstrated beyond a question of doubt that the car equipment and motive power supply of this country is inadequate to handle the increased business due to the rapid development of the western country, the increased demand for all kinds of commodities and new commodities that have recently come into large use; as for example, cement. In the year 1900 the total production of cement was 8 million barrels, in 1906 it was 40 million barrels. Sand has also recently become an important item in railway tonnage. A statement published as official by the "Freight Journal" shows that in 1900 the total railroad trade was 79 billion mile tons, while in 1900 it was 140 billion, and in 1905 it was 185 billion mile tons. The last annual report of the Iowa Railroad Commission contains the following: "By reference to table 49-50 it will be noted that while some of the railroad companies have made substantial addition to the number of cars on their lines, other companies show a decrease in the number of cars in use from the previous year."

Railroad companies have said that car shortage was due to congestion at terminals and the sea board, and that if cars were not thus tied up, there would be plenty of cars for normal requirements. The facts, however, are that last winter there were no cars tied up at the sea board, and at elevators, because of their inability to unload. Up to February 10th we have exported only 2 million bushels of corn, as compared with 53 million bushels, and only 3% million bushels of oats as compared with 23 million for same period of time the previous year.

The total elevator capacity of the terminal markets of Duluth, Minneapolis, Milwaukee, Chicago, and St. Louis is approximately 137 million bushels. Last week in February the total amount of grain in store in all this storage capacity was only about 51 million bus., when at the same time hundreds of country elevators in the west and northwest were closed and grain piled on the ground waiting for cars. The car shortage is undoubtedly very further complicated because of the refusal by railroad companies to switch their cars to or exchange with other lines.

Delays in transit: I find that the average time of movement of 201 cars of grain from Iowa stations to Chicago was 6 days, however, one car was 28 days, 1 car 20, 1 car,

19; 1 car 18, 1 car 17, 3 cars 13, 4 cars 11, 6 cars 10, 8 cars 9, and 21 cars 8 days on the road. The average time is perhaps not unreasonable as a maximum, but the fact that several cars are from 7 to 28 days shows that there is bad work in the operating department. These delays are evidently caused by being set out on side tracks or at division points en route and not picked up in the order set out. To illustrate, Car No. 47296 from Newell, a station on the Illinois Central, arrived at Foot Dodge Nov. 29th. Did not go forward until Dec. 3rd. It arrived at Waterloo Dec. 5th; did not go forward until Dec. 10th. It arrived at Dubuque Dec. 15th, did not go forward until Dec. 17th, and did not arrive in Chicago until Dec. 23rd, being 24 days in transit.



Geo. A. Wells, Des Moines, Ia., Secy.-Treas. Iowa Grn. Dirs. Ass'n.

A railroad company is legally liable to shipper for damages because of delay in transit. The measure of such damage is usually the amount of the market decline or deterioration in quality, and if such claims are supported by conclusive evidence may be collected by law.

Delay at Terminals: I find that the average time between the arrival of 154 cars at Chicago and the time of unloading same is eleven days. However, one car was 32 days, 1 car 31, 2 cars 30, 2 cars 28, 1 car 24, 3 cars 21, 2 cars 21, 2 cars 20, 6 cars 19, 4 cars 18, 6 cars 16, 2 cars 15, 4 cars 14, 7 cars 13, and 11 cars 12 days in being unloaded after arrival. This delay at terminal costs the shipper additional interest on the drafts against such shipments and subjects him to loss in weight that in the case of heating corn may amount to as much as 3,000 pounds per car. If the car is inspected subject to approval and the buyer because of declining market sees an opportunity to raise the question of re-inspection the chances are that a compromise will be made reducing the price to the shipper. Delays at terminals should be carefully checked up and claim made for damages, if there be any.

Railroad rates quoted in error: Several claims have been presented involving the question of a rate quoted in error by local agent of railroad company. I am advised by the Interstate Commerce Commission as follows, to-wit:

"Under decisions of the Supreme Court of the United States, the published tariff rate in all cases must be applied and this is not altered by the fact that a lower rate was erroneously quoted by the railroad agent."

Our members should therefore understand that in as much as the law requires the railroad to publish and post their tariff in a convenient place for public inspection, the burden of construing the language of the tariff therefore rests with the public, and that a rate quoted by an agent would be subject to verification in some manner.

Minimum Carload Weights: Of 39 cars of oats recently unloaded at a terminal elevator at Chicago, 20 cars were inspected subject to approval because they were loaded too full for thorough inspection. The distance between the grain level and the roof of the cars inspected subject to approval varying from one to two feet. Chief Inspector Cowen, of Chicago, advises that it is necessary to have 3 feet of space in order to make a thorough inspection and that shippers should provide that much space in justice to themselves and insist that cars thus loaded are full

capacity and protest against the requirements of railroad companies to load more.

Repairing Cars in Transit: We have received numerous claims for loss in transit where both the shipping and destination weights are accurate, and the seal record clear. We cannot account for such loss in any other manner than that the car had leaked and was repaired in transit. In some cases the railroad companies have paid claims for such loss while in others, they claim that the car was handled in good order under seal and that no loss occurred.

I am inclined to believe that the courts would hold the railroad company responsible for the delivery of the entire contents of the car as loaded, if the accuracy of the weights can be shown. Accurate shipping weights would save much trouble.

Resealing Cars after Inspection: The custom and rules of Minnesota Railroad & Warehouse Commission as published, provide that the State Grain Inspector shall at the time of sampling the car, make a record of the car number and initial, also the number of the seal that he breaks in order to enter the car. After sampling the car, it is resealed by the inspector and a record made of the seal number as resealed. The Minneapolis Chamber of Commerce sampler also samples the cars and makes record in like manner. This in connection with the railroad seal record makes a complete record.

The Illinois Railroad and Warehouse Commission do not assume any duty or responsibility in regard to seal records, but leave it entirely with the railroads. Consequently, the seal record at Chicago and East St. Louis is incomplete, no record being made of seals broken by inspectors or Board of Trade samplers. The large number of cars arriving at East St. Louis and Chicago elevators without seals may be accounted for in the fact that the railroad companies are negligent in resealing cars after inspection. I recently took this question up with the Traffic Commissioner of the Merchant's Exchange at St. Louis, and he has taken it up with the railroads with a view of a more complete service on the part of the railroad companies in resealing cars. It is my personal opinion, however, that the Railroad & Warehouse Commission of Illinois should adopt the same rules as the Minnesota Commission. At Milwaukee, Memphis, and Omaha, where inspection of grain is supervised by their respective Boards of Trade, the inspectors do not make a complete seal record. At New Orleans the Board of Trade Inspector is required to make a complete record of seals.

Seals, method of numbering: Most railroads are now using the consecutive method of numbering seals. Formerly the duplicate method prevailed. I do not have recent detailed information as to what railroads are still using the duplicate number system, but believe it would be well to take such action as may tend to influence the use of the consecutive numbering.

Shrinkage Allowance to Railroads: The freight claim agents of different railroads attempted to enforce a deduction of one-half of one percent of the total weight of contents of car as an allowance for natural shrinkage. I was authorized by the Governing Board to assume the collection of any claims for our members in court if necessary, resisting such allowance, and in every claim that we have presented the railroads have settled on basis of one-fourth of one percent as conceded by our Governing Board. We are willing at all times to assume the collection of such claims in court if necessary.

The following briefly gives general conditions as they exist in different markets, each separate condition having a number, and using the number as a reference for each market will conveniently show the comparison of markets regarding any certain condition.

BALTIMORE.

- (1) Board of Trade Supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 50c per car.
- (4) Inspection charges against shipper 50c per car.
- (5) Authorized car load dockage 30 to 50 pounds per car.
- (6) All grain is inspected on arrival.
- (7) No limit to time when reinspection may be demanded.
- (8) Complete record of physical condition of car.
- (9)

- (10) Cars resealed by railroad after inspection.
- (11) Switching charges \$2.50 to \$4.00 per car against the shipper.
- (12) Police protection within city limits.
- (13) Ample facilities for drying grain.
- (14) Rates of commission on cash grain, wheat, rye, and barley one cent per bu.
- (15) Rate of commission on options 1/4 of one cent per bu.

CHICAGO.

- (1) Board of Trade Supervision of weights.
- (2) State supervision of inspection.
- (3) Weighing charges against shipper 25c per car.
- (4) Inspection charges against shipper 35c per car.
- (5) No carload dockage.
- (6) All grain inspected on arrival.
- (7) Time of reinspection limited to 11:00 A. M. day following sale.
- (8) Complete record of physical condition of cars.
- (9) No record made of seals broken by inspectors or samplers.
- (10) Cars resealed by railroad.
- (11) No switching charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service under discipline of weighing department.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye, and barley one cent per bu.
- (16) Rate of commission on options 1/4 of one cent per bu.

KANSAS CITY.

- (1) Board of Trade supervision of weights.
- (2) State Supervision of inspection.
- (3) Weighing charges against shipper 50c to \$2.00 per car.
- (4) Inspection charges against shipper in Kansas 40c and in Missouri 60c per car.
- (5) Authorized car load dockage of 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Time for reinspection limited to 12 o'clock day following sale.
- (8) Complete record of physical condition of car.
- (9) No switching charge against the shipper.
- (10) No reconsignment charges against the shipper.
- (11) Police service and watchmen employed by Board of Trade.
- (12) Ample facilities for drying grain.
- (13) Rate of commission on cash grain, wheat, rye and barley one cent and corn and oats 3/4c per bu.
- (14) Rate of commission on options 1/4 of one cent per bu.

MEMPHIS.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 40c per car.
- (5) Authorized carload dockage 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Reinspection not allowed except where a thorough inspection cannot be made on track, or in case of plugged cars.
- (8) Complete record of physical conditions of cars.
- (9) No record of seals broken by inspector.
- (10) Cars resealed by inspector.
- (11) No switching charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Private watchman employed by railroads.
- (14) No facilities for drying grain.
- (15) (Not a sample market.)

MILWAUKEE.

- (1) Board of Trade Supervision of Weights.
- (2) Board of Trade Supervision of Inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 25c per car.
- (5) No carload dockage.
- (6) All grain inspected on arrival.
- (7) No limit to time allowed for reinspection.
- (8) Complete record of physical condition of cars.
- (9) No record of seals broken by inspector.
- (10) Cars resealed by railroad after inspection.

- (11) No switching charges against the shipper.
- (12) No reconsignment charges against the shipper.
- (13) Police protection and watchmen employed by railroads, and Chamber of Commerce.
- (14) There are private facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye, and barley one cent, corn and oats one-half cent per bushel.
- (16) Rate of commission on options 1/4 of one percent per bu.

MINNEAPOLIS.

- (1) State supervision of weights.
- (2) State supervision of inspection.
- (3) Weighing charge against shipper 30c per car.
- (4) Inspection charge against shipper 20c per car.
- (5) State Railroad & Warehouse Commission authorize a car load dockage of 30 pounds per car.
- (6) All grain inspected on arrival.
- (7) No limit to time allowed for reinspection on sales "delivered."
- (8) Complete record of physical condition of cars.
- (9) Complete record of seals broken by inspectors and samplers.
- (10) Cars resealed by inspector.
- (11) A uniform switching charge of \$1.50 per car against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service in railroad yards.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rates of Commission on options 1/4 of one cent per bu.

NEW ORLEANS.

- (1) Board of Trade weights.
- (2) Board of Trade inspection.
- (3) No charge for weighing.
- (4) Inspection charges 50c per car.
- (5) Authorized dockage 2 pounds for each one thousand pounds. (Its abolishment being considered.)
- (6) All grain inspected on arrival.
- (7) No rule limiting time for reinspection.
- (8) Complete record of physical condition of car.
- (9) Complete record of seals broken.
- (10) Cars for export not resealed. Cars for local trade resealed by inspector.
- (11) Switching is charged against shipper.
- (12) Police protection in yards.
- (13) Ample facilities for drying grain.
- (14) (Not a sample market.)
- (15) (Not a sample market.)

OMAHA.

- (1) Board of Trade supervision of weights.
- (2) Board of Trade supervision of inspection.
- (3) Weighing charges against shipper 35c per car.
- (4) Inspection charges against shipper 40c per car.
- (5) Authorized car load dockage 100 pounds per car.
- (6) All grain inspected on arrival.
- (7) Reinspection allowed 24 hours after cars reach elevator.
- (8) Complete record of physical condition of car.
- (9) No record is made of seals broken by inspector.
- (10) Cars are resealed after inspection by inspector.
- (11) No shipping charges against shipper.
- (12) No reconsignment charges against shipper.
- (13) Police service in railroad yards by railroad watchmen and police.
- (14) Ample facilities for drying grain.
- (15) Rates of commission on cash grain, wheat, rye, and barley one cent, corn and oats one-half cent per bushel.
- (16) Rate of commission on options 1/4 of one cent per bushel.

ST. LOUIS.

- (1) Merchants Exchange Supervision of weights except at Montgomery Elevator E. and the Association Breweries.
- (2) State supervision of inspection.
- (3) Weighing charges at elevators, warehouses and mills against the shipper 35c per car.
- (4) Inspection charges against shipper 50c per car.
- (5) No car load dockage.
- (6) All grain inspected on arrival.
- (7) No rules regarding reinspection.
- (8) Complete record of physical condition of car.
- (9) No record made of seals broken by inspectors.

- (10) Cars resealed in Illinois by Railroad, in Missouri by State inspector.
- (11) Switching is charged against the shipper.
- (12) Reconsignment charges abolished April, 1908.
- (13) Police service in railroad yards by Merchants Exchange, watchmen and regular police.
- (14) No facilities for drying grain.
- (15) Rate of commission on cash grain, wheat, rye and barley one cent, corn and oats one-half cent per bu.
- (16) Rate of commission on options 1/4 of one cent per bu.

C. W. McClellan and G. L. Graham, delegates from the Merchants' Exchanges of St. Louis, presented a statement regarding Missouri's new weighing law in which they stated, "The supervising of weights by the Merchants' Exchange has not been effected. Before the law became effective the St. Louis Merchants' Exchange asked for an injunction, in reply to which the court granted a restraining order on June 14, 1907, which was ably argued before the court on June 19. After due consideration the court granted a temporary injunction on June 24, which will carry the case up to the Mo. Supreme Court Oct. term.

The system of car inspection and supervision of weighing grain and hay as established by the Merchants' Exchange of St. Louis, which has been fully explained to your ass'n at former meetings is now nearly perfect and will continue indefinitely in its good work.

Adjourned for dinner.

Afternoon Session.

The afternoon session was called to order by Pres. Tiedeman at 2:15, who called upon H. H. Stipp of Des Moines to give some light upon legal methods of securing cars.

Mr. Stipp in the course of his remarks said: During the past winter the people of N. Dak. and the Northwest came near to freezing to death because of their inability to get coal. Shippers everywhere were compelled to suspend business awaiting the arrival of cars. J. J. Hill maintains that the increase in railroad facilities has not kept pace with the growth of business and that the country needs 75,000 more miles of track to handle the business, but it is impossible to provide it. If the present railroad companies can not care for the business some one must step in to do it.

The excuse that the terminal elevators were full and could not receive more grain was found to be untrue. The eastern lines out of Chicago did not supply cars as readily as could be desired for the release of western cars.

The railroads' system of handling cars is crude and bungling. Railroad men do not hesitate to admit this shortcoming, but seem unwilling to improve the service. If they will increase the average daily mileage of freight cars to 75 miles they will double the carrying capacity of their lines and also increase the earning power of the line.

The trouble is that the railroads have got out of the hands of the expert operators into the hands of the stock jobbers, who brag of the dividends paid rather than of the traffic handled. The actual operators to-day are helpless to do as they would like. They can improve the service if they were permitted to spend the money. To-day every dept. is skinned for the sake of dividends.

It is illegal for railroads to discriminate against any section of the country in the distribution of cars. Last winter one road contracted to move a large amount

of grain from Kansas City to the seaboard and skinned its road in this section of all cars. Hence it could not fulfill its duty to the shippers of Iowa.

It is very likely the next Congress will be petitioned to authorize or order a freight car clearing house to bring about an exchange of cars and permit cars to go thru to the seaboard without transfer. This would facilitate the movement of grain and increase the carrying capacity of the present equipment.

The theory of reciprocal demurrage seems fair, but we should not overlook the fact that the shipper who neglects to unload a car uses the car as a storehouse and we can not deny he should pay for it. If the railroad fails to furnish cars when shipper wants them and the market advances to the profit of the shipper, then it is not right that the railroad should be assessed to make good his damages when he lost nothing; would not be fair. If you sell 20,000 bus. of corn and cannot get cars to make delivery you must make good to buyer the difference between what you sold at and the price at which he can buy in the corn you did not deliver. In either case the shipper is out because railroad did not furnish cars.

A little law enacted by the last legislature at the behest of your Legislative Com'te will make it much easier for you to prosecute carriers for failure to furnish cars, in fact it places the burden of proof upon the railroad companies.

Cooperative companies can not enforce their penalty clauses because they can not confiscate the stock for which he has paid.

The penalty clause is illegal because there is no mutuality in the contract. The company agrees to do nothing.

The anti-trust law enacted by the last legislature clearly forbids the enforcement of the penalty clause.

If you know how much grain you load into a car the railroad company is absolutely liable for every ounce of it.

J. A. King of the Resolution Comite presented the following, which were adopted:

Resolutions.

Contracts.

WHEREAS A large proportion of the differences between buyer and seller of grain arises in consequence of a want of understanding in regard to the contract, carelessness concerning the fulfillment of the terms and conditions, or an indefinite extension of the time, therefore

Resolved That it will be a good business proposition to use more care in making the contract of sale and that it is especially advisable in case an extension of time is desired, to have such an extension definitely fixed and agreed to as to time and if an extension cannot be agreed to positively by both interested parties, it will be better to close the contract rather than take the risk of any disagreement at a later date as to the amount of damages. We urge upon every member the importance of definiteness of contract and especially of any extension of time.

Uniform Bill of Lading.

WHEREAS The proposed new Uniform Bill of Lading contains a provision releasing the carriers from responsibility account of any difference in weights between shipping and terminal points, or account of natural shrinkage, and also releasing them from any responsibility on account of loss by fire if occurring 48 hours after notice to consignee of arrival, therefore be it

Resolved That the adoption of such provision would be an injustice to the owner of the grain in as much as it would deprive the owner of the common law protection which is now provided by statute, that it is but just that carriers should be responsible for the actual quantity of grain received and should not be absolved from responsibility until cars have actually been placed at a receiving point. Be it further

Resolved That the officers of this Association are hereby instructed to co-operate with such other associations or persons who are endeavoring to have this ob-

jectionable clause eliminated and do all in their power to accomplish such purpose.

Uniform Grades.

Resolved That we commend the efforts of the National Grain Dealers Association to obtain the establishment of a system of Uniform Grading in the various markets of this country, and that the officers of this Association continue to co-operate with them in this work.

Resealing of Cars.

WHEREAS It has been demonstrated that in some terminal markets, cars are not properly resealed after being opened by State Inspectors or samplers, and as a consequence official weighmasters are unable to furnish a complete seal record of such cars, therefore, be it

Resolved That the influence of this Association be used with the state or other officials having the matter in charge, which will at all times enable the railway companies or official weighmasters to obtain such complete seal record of each car.

Reinspection at Time of Unloading.

WHEREAS Some of the grain dealers of Iowa have sustained considerable losses by reason of the law rules governing the inspection of grain in certain terminal markets, which rules permit long delay after arrival before inspection, in some instances inspection is not required until the car is set for unloading whether two days or two weeks after arrival, thus allowing time for the contents of the car to become so much out of condition as to be worth much less than at time of arrival, and the shipper has to bear the loss, in other instances refusal of grain by the buyer is permitted days after the purchase, with the claim that the grade is not as good as shown by the inspectors, such refusals occur with far greater frequency on a declining market, to the injury of the shipper, therefore,

Resolved That we regard such practices unjust, unbusinesslike and without reasonable regard for the rights of those who are the support of the terminal market in which they are allowed,

Resolved That those markets which have reasonable rules governing the inspection of grain are entitled to our favorable consideration, and although they may not at all times be as convenient, they should have our preference.

Resolved That the Secretary is hereby requested to notify each member in detail concerning every market where grain is not inspected in reasonable time after arrival or where the buyer is allowed unfair privileges after having agreed to a purchase, to the end that we may be so advised as to enable us to divert our shipments to the markets where such practices do not obtain.

Resolved That each member should report promptly to the Secretary every case of delayed inspection to enable him better to carry out the provisions of these resolutions and of those on the subject of inspection, adopted at our last annual meeting.

Dockage at Terminals.

WHEREAS The practice of taking dockage on cars unloaded is still followed in some terminal markets, and as this practice should be abolished.

Resolved That the Secretary of this Ass'n keep the members fully informed on the subject and that we in selling and shipping grain give preference to those markets which have discontinued this custom. Also that a copy of these resolutions be mailed to the Secretary of the Interested Exchanges.

Testing Scales.

WHEREAS It is of extreme importance that the scale used by a grain dealer should be correct at all times, and that each scale should be tested at least twice in each year and

WHEREAS Under the system now in operation by this Ass'n for the testing of scales, the expense to each dealer will be less if we co-operate with each other, therefore

Resolved That each member will favor his own interest and that of others if he will arrange to have his scales tested at such times as the man employed for that work is in his locality, and thus help to avoid extra travel and loss of time on the part of the scale expert.

Will Incorporate.

Resolved That the officers are hereby authorized and directed to prepare and execute articles of incorporation in accordance with article II Chapter IX of the Code of Iowa, and to do all things necessary to constitute this association a corporate body under the name of the Iowa Grain Dealers Association.

Protest Against Raising Minimum Carload Weight.

WHEREAS The minimum weights of

grain to constitute a car load as fixed by the railway companies are now high, and WHEREAS We are advised that at least some of the railway companies are contemplating making the minimum weight of car loads of grain greater than the minimum now established.

Resolved That any increase in the minimum weights will be detrimental to the proper handling of grain, for the reason that a proper inspection of the grain cannot be made in a full car, that the grain should not be nearer than three feet of the top of the car to permit a fair inspection of the contents.

Resolved That this matter be presented to the proper officers of the various railroads doing business in Iowa in the hope that having a full understanding of it, they will decide to not increase the minimum weights of carloads of grain, and that such regulation will be adopted as will not require the car to be filled nearer than within three feet of roof and when not more than three feet space is left above the grain, the car shall be considered as loaded to its full cubic capacity.

Commend Secretary.

Resolved That we commend the Secretary for his energetic and valuable services during the past year and for his very excellent report of the business of his office, and of the matters of interest to the members of the Ass'n, which report is hereby ordered to be printed and distributed to the members in order to place before each and every one, the valuable information and suggestions contained therein.

Relieve Car Scarcity.

Resolved That as we are all cognizant of the serious difficulties encountered during the past year by shippers because of the seeming scarcity of cars, and many of the members of this Ass'n have been compelled to discontinue their business for a time for want of cars in which to move grain, and that other lines of business have suffered in like manner. While we believe such scarcity of cars could be relieved to some extent by a greater effort on the part of the railroads to avoid delays in transit and at terminals, and while we are of the opinion that the railways should increase their equipment, we also believe that the grain dealers themselves can relieve the situation to some extent by loading all cars when received, and especially by avoiding so far as possible any agreement to deliver a large amount of grain within a specified time at such season of the year when the tonnage being moved is necessarily excessive. We suggest the co-operation on the part of some railroads and the grain dealers in these respects may be of value to both.

Jay A. King,
D. J. Jenks,
M. Rothschild.

M. Rothschild moved that the officers of the ass'n be instructed to take such steps as are necessary to bring about the affiliation of the Iowa Grain Dirs. Ass'n with the Grain Dealers Nat'l Ass'n. Seconded.

M. E. DeWolf: I wish to amend to read, "if in the judgment of the officers affiliation is desirable."

G. A. Stibbens: I am a thoro believer in the benefits of ass'n work and I think a nat'l ass'n can do some work of benefit to all of us which can not be carried on by local organizations. I had the misfortune to be sec'y of the Nat'l Ass'n when it was a victim of a cheap lot of mountebank politicians. The ass'n is still weakened by a lot of leeches who must be got rid of before the full benefits can be realized.

G. L. Graham also favored affiliation with the National Ass'n.

The motion was carried.

Mr. Cummings of the Comite on Nominations reported the following: President, Geo. A. Stibbens, Red Oak; vice-pres., J. E. Jackson, Cedar Rapids.

Governing Board: E. J. Skewis, Minneapolis; D. S. Baird, McGregor; I. L. Patton, Newton; M. Rothschild, Davenport; Lee Lockwood, Des Moines.

The nominees were elected.

The Chairman announced a meeting of grain dealers for July 10 to consider the

organization of a mutual fire insurance company.

Adjourned for the ball game.

The Banquet.

At 7 p. m. about 125 ladies and gentlemen sat down to a ten-course banquet at the Savery Hotel, the tables being decorated with ferns and carnations.

Toastmaster J. A. Tiedeman in introducing F. O. Melcher, Gen'l Mgr. of the C. R.-I. & P. Ry, recited a touching poem—"The Box Car."

Mr. Melcher read a paper on Co-operation Between the Railroads and the Public from which we take the following:

Railroads and Public.

While it is true the railways are in the business of manufacturing and selling transportation, and in the case of any other manufacturer, no better incentive to the profits to be derived from good service, yet thru shortsighted policies and failure to appreciate the relations between the railways and the public, the interest of the community has not in some cases, been properly protected. As a result of the failure to conserve the public interest, according to its idea of its necessities, we have today what is popularly called the "Railroad Problem."

As a solution of that problem we must regard that co-operation requires the consent of both railways and the public, represented individually and by the Government. The railway has a duty to perform; the public has a duty to perform. The Railway Co. cannot in this day proceed with its plans and its operations without consulting the interests of the people to be served. It must, as far as possible, correct existing errors and prevent their repetition, and so conduct its business on a permanent basis that neither the Railway Co. nor the people will meet with injustice, either individually or one to the other.

Publicity in its operation, equity in its rates, honesty in its financial arrangements are the factors that enter into the results which will inspire the confidence of the public in the railways.

There exist today large sections of this country that need railroad development, and the builders of these railways are entitled to a fair and reasonable profit upon their venture. The public is willing that these profits should be made, but the public is not willing that these profits should be made more than once, and the wise laws of the Government which have been, and will be enacted, will secure to the public the control to prevent this.

Wm. Murphy told a number of laughable stories in Swedish dialect in which he made a number of his auditors the brunt of different stories. A persistent encore induced him to tell a good one on himself.

The Improvement of the Oat Crop was given a good strong push by Henry C. Wallace, editor of Wallace's Farmer, James Atkinson, editor of The Homestead and Geo. W. Franklin, editor Iowa State Register and Farmer.

Convention Notes.

Memphis, Tenn., was represented by H. Bray.

G. B. R. Smith came all the way from Celina, Tex.

Oscar White of Schifflin & Co., distributed lead pencils.

Aluminum ash trays were distributed by the Avery Scale Co.

More ladies should be induced to grace the Association's banquet board.

Not much discussion, but reports and business from the opening to the close.

Geo. O. Roberts locked every attendant to the Ernst-Davis Grain Co.'s padlock.

From Omaha were E. H. Miller; E. J. McNann, Secretary of the Board of Trade.

Celluloid pocket rules were distributed with the compliments of the Richardson Scale Co.

Louis J. Morard of Langenberg Bros.

distributed leather card cases with secret money pocket.

Minneapolis sent G. W. Brown; J. J. Quinn, Secretary of the Tri-State Grain Dealers Association.

The merits of durable rope was told by F. O. Baldwin, Chicago manager of the Durable Wire Rope Co.

Kansas City was represented by Wm. Murphy, alias Knute Knuteson; Geo. A. Roberts, repr. Ernst-Davis Grain Co.

The official delegation from the Chicago Board of Trade included Henry M. Poynter, Henry A. Rumsey, Jos. P. Griffin, Fred S. Smith, G. B. VanNess, Oscar C. White and E. C. Butz.

Knute Knuteson presented all his Swede friends with an outograp copy of his Buke printed in chocolate and his sane counterpart distributed watch fobs to dealers carrying time clocks.

Three insurance companies were represented: Sec'y F. D. Babcock and J. V. Babcock of the Grain Shippers Mutual Fire Ins. Ass'n; B. J. Alley and F. I. King of the Grain Dealers Nat'l Mutual Fire Ins. Co., and J. C. Hosea of the Elevator Underwriters.

Scale people turned out in full force. The American Grain Meter Co. was repr. by C. F. Bauerle, C. E. Goshert and M. D. Varney, who exhibited a working model. The Avery Scale Co. was repr. by H. G. Bushnell and A. S. Purves, who had on exhibit a 30 lb. hopper scale. H. E. Godfrey and W. N. Goodman repr. the Richardson Scale Co., they also had a working model on exhibit.

St. Louis sent Geo. C. Martin, Jr., repr. Goffe & Carkner Co.; D. W. Clifton, repr. Nanson Comm. Co.; C. W. and Robt. E. McClellan, repr. Eaton, McClellan & Co.; A. Samuel; G. L. Graham; L. J. Morard; H. H. Savage, Geo. W. Tudor, Lacey; G. L. Webster, Eagle Grove; Robt. Whitaker, Dallas Center; Wm. Whiteman, Buckeye; F. E. Wheeler, Ventura; S. B. Williams, Madrid; R. S. Witter, Dawson's; Tom Woof, Stewart.

Chicago receivers were represented by W. H. Axtater, repr. Armour Grain Co.; H. B. Beatty; E. C. Butz, repr. Rosenbaum Bros.; F. S. Hendricks; C. H. Casebeer and H. A. Rumsey, repr. Rumsey & Co.; B. L. Coon and W. F. Morgan repr. J. C. Schaffer & Co.; D. W. Burry, P. R. Frazier and J. R. Griffin, repr. Marfield, Tearse & Noyes; C. L. Douglas; G. W. Ehle and F. S. Smith, repr. Lamson Bros. & Co.; J. H. Herron, repr. Ware & Leland; H. M. Paynter, repr. H. W. Rogers & Bro.; J. W. Radford; G. B. Van Ness; C. E. Timberlake; O. C. White, repr. Philip H. Schifflin & Co.

Among Iowa dealers present were Geo. Barfoot, Ayrshire; W. A. Ball, Cushing; R. Bullard, Jr., Maxwell; M. E. Blazer, Churdan; Wm. Blakely, Ogden; W. E. Bomberger, Gowrie; E. M. Cassidy, Whiting; T. W. Clark, Percy; R. B. Carson, Moulton; P. A. Cummings, Rock Valley; M. J. Dages, Templeton; M. E. DeWolf, Spencer; E. L. Erickson, Story City; Geo. Gilbert, Rhodes; J. A. Gray, Onawa; C. M. Good, Ida Grove; J. J. Grosenbaugh, Nemaha; P. J. Guthrie, Elkhart; F. C. Harvey, Grand Junction; A. D. Hayes, New London; B. P. Held, Ackley; O. Helgen, Ruthven; D. Inglis, Cambridge; I. E. Jackson, Cedar Rapids; P. J. Jacobson, Gilman; D. J. Jenks, Coon Rapids; J. M. Johnston, Kelley; J. A. King, Nevada; J. Kunz, Wesley; C. T. Likins, Callender; K. K. Liquin, Clinton; J. K. McAndrew, Hartley; W. C. Marsh,

Adair; M. M. Mason, Cambridge; Thos. Miller, Runnells; A. H. Moeller, Reinbeck; W. A. Neel, Kamrar; J. J. Nurre, Maple River; B. L. Nutting, Shipley; M. M. Patton, Newton; Mr. Pfund, Jewell; M. Rothschild, Davenport; H. M. Schamel, Dallas City; M. Slife, Dedham; C. W. Smittle, Grand Junction; L. T. Spangler, Atlantic; S. P. Stephenson, Olds; W. H. Stipp, Marshalltown; Geo. A. Stibbens, Red Oak; H. W. Talbott, Osceola; D. A. Taylor, Runnells; E. H. Tiedeman, Fonda; J. A. Tiedeman, Sioux City.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

ADDRESS OF SCALE REPAIRER WANTED.

Grain Dealers Journal: We would like to learn thru the Journal the address of some one who makes a business of testing and repairing scales.—Warsaw Elevator Co., Warsaw, Ind.

OHIO ASSESSMENT BLANKS?

Grain Dealers Journal: We have been told that the rules for making up the returns for the assessor on grain handled thru elevators for the year previous have been published. Will some reader of the Journal please inform us thru its columns where the rules have been published.—H. W. Devore & Co., Toledo, O.

WHO IS LIABLE?

Grain Dealers Journal: Who is liable to the consignee the railroad or the shipper, when the bill of lading is signed "Shipper's Load and Count" and car turns up short at destination, shipper furnishing sworn affidavit of the contents of the car. We would be glad if some one would give us a ruling on this subject. Yours truly, G. A. Knight & Sons.

IS SHIPPER'S RESPONSIBILITY LIMITED TO DESTINATION AT FIRST BILLING POINT?

Grain Dealers Journal: Will the readers of the Journal please state in its columns where does a shipper's responsibility end: When car arrives at point where the billing instructions ordered the car billed, or does a shipper have to back the car to its final destination?

For instance: I sell to B a car of wheat on track destination weights and grades, on 10 days' shipment. B in course of time notifies me to bill car to Wellington. Mr. B takes up the draft with billing attached, the wheat having been graded No. 3 hard by inspector. Mr. B pays the freight from point of shipment to Wellington; and then issues another billing for the car and ships it to another state in his own name. The car having been out on the road 18 days after shipment was made arrived at the second place, a mill.

The markets having declined in the meantime the miller calls for a re-inspection, and the new inspection changes the grade from No. 3 hard to No. 4 red; and the miller turns the car of wheat down,

claiming he bot hard wheat. Then Mr. B notifies me that car has been refused by a mill, having been pronounced No. 4 red wheat.

The car had no red wheat in it when it left the original point of shipment. A regular state inspector graded the contents and his certificate shows No. 3 hard winter wheat testing 58 lbs., which is the kind of wheat the car was loaded with.

Does the shipper's responsibility cease when car arrives at destination Mr. B first ordered the car to; or has he a right to rebill the car and still hold the original shipper responsible without notifying him that the point of original shipping instructions would not be the point of settlement?

My contention is that the original shipper's responsibility ceases when the car arrives at the point it was first billed to. Am I correct?—J. J. Stevens, Dalton, Kan.

RULES OF UNIFORM GRADE CONGRESS.

Grain Dealers Journal: I want a book on uniform grades if there is one. What is the name and address of the secy. of the Uniform Grade Congress.—Peter Lorenz, Cordell, Okla.

Ans.: The rules as adopted were published in the *Grain Dealers' Journal*, June 25, pages 735-736. J. F. Courcier of Toledo, O., has acted as secy.

THE GREEN BUG.

Grain Dealers Journal: What is the nature of the green bug that is doing so much damage in the west? How many does it take to do the damage to the crops? Do they multiply rapidly? Do they hurt the oats after they have headed out?—Moberly & Co., Windsor, Ill.

Ans.: In May 25 number of the *Journal*, pages 608 and 609, is a paper by Professor Conradi on the green bug; and in the Apr. 25 number, page 472, is an illustrated description of the insect, giving all known facts regarding the pest, its life history, ravages and parasites.

GRADING OF CORN AT NEW YORK?

Grain Dealers Journal: I sold some corn on bids for No. 5 with 3/4 discount if steamer. They graded it No. 4 with big discount. I supposed the way bids were made that steamer would be next grade lower than No. 3 corn; but I notice they were not confirmed with discount specified. What is the New York first grade below No. 3?—F. M. Lowe, Etna, Ill.

Ans.: The New York rules provide for grades of steamer white corn, steamer yellow corn and steamer mixed corn. In each case the rule provides that the grade shall be equal to No. 3 of the same kind of corn, "but in condition may be soft", so there is very little difference between No. 3 and Steamer in New York. Steamer is the next grade lower than No. 3. The conditions specified in the card bid govern sale. The fact that buyers neglected to repeat all the conditions in the confirmation does not change the contract, altho it is his duty to repeat all the conditions in his confirmation.

The Great Western Cereal Co.'s annual statement shows assets of \$5,159,420 on Apr. 30, compared with \$4,993,856 a year ago. The surplus this year was \$424,624; compared with \$309,167 a year ago.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the *Journal* so your convictions will be given wide circulation and have great influence. Write it now.]

AN EXCELLENT SUGGESTION.

Grain Dealers Journal: Permit us to suggest that all railroad agents should be required to show length and capacity of each car, and routing on all Bills-Lading issued. The length and capacity have to do with the minimums, and information about routing would often be very useful.

Also that all agents be required to make rate quotations in writing and that the railroads be compelled to protect same. Under the present practice a shipper, as we understand it, has no guaranty or protection whatever. We are supposed to figure out the rates, and a good part of the time without tariffs. The general freight agents and auditors differ frequently about rates, and yet we are expected to construe them unerringly.

We take the position that the railroads are in the carrying business and should be liable for contracts as are other concerns. The Howe Grain & Merc. Co., J. A. Hughes, Mgr., Howe, Tex.

[The U. S. Supreme Court has decided that the rate printed in the published schedule of freight tariffs must govern in every case.]

REFUSE TO SWITCH CARS AT PEORIA.

Grain Dealers Journal: I was pleased to read "One Cause of Hot Corn at Bufalo" in the last number of the *Journal*, and to see that shippers were getting down to the real causes of one of their great losses. Peoria is afflicted in much the same way. Grain received in that city over the Iowa Central can not be unloaded at Central City or Burlington elevators without the switching order is O. K'd by the manager of the Iowa elevator, which is on the tracks of Iowa Central.

The C. & N. W. R. R. will not permit its cars to be unloaded at any but the Iowa elevator under any conditions.

Grain arriving over the Rock Island must be unloaded at the Central City elevator unless a switching order is O. K'd by the manager of the Central City elevator, then receiver may get its car switched to either the Iowa or Burlington elevators upon payment of \$1.50.

Grain arriving over the C. B. & Q. must be unloaded at the Burlington elevator, but may be unloaded at Central City or Iowa elevator, provided switching order is O. K'd by the manager of the Burlington elevator.

I feel these limitations narrow the market of the shippers and oftentimes delay the unloading of cars to the detriment of all shippers over the congested lines. I believe shippers and receivers wud greatly promote their own interests by joining hands and forcing railroad companies to deliver cars at any elevator in the market to which it is consigned regardless of whether the elevator is on line of initial carrier or not and surely the railroad companies are clearly responsible for all

losses due to deterioration of grain by reason of delay at one elevator where the unloading of their cars is permitted.

I sincerely hope some of the associations will take the lead in bringing about the remedy of the pernicious practice of railroad companies in striving to limit the market of the shippers along their line.—A. F. J.

BARLEY ACREAGE; A CORRECTION.

Grain Dealers Journal: I notice in your issue of the 25th instant the following item: "Barley's price and average yield as well as trade sentiments place in doubt the Government's report of reduced barley acreage for 1907."

If you will notice the report in detail (I inclose a copy of the June Reporter giving it) you will find that, outside of California, the acreage of barley has increased from 4,898,757, estimated as the acreage last year, to 5,112,738 acres this year, an increase of over 4 per cent. California, you of course know, is a large producer of barley, and this year a heavy decrease in acreage in this state pulled down the total area in the United States. I am yours truly, Nat. C. Murray, Assistant Statistician Dept. of Agri., Washington, D. C.

THE OHIO MEETING AND RATES TO SEABOARD.

Grain Dealers Journal: At Cedar Point we had one of the largest conventions our association has ever held, both in attendance and interest in the proceedings. I am beginning to believe that the Ohio dealers realize the importance of association work. The boys who have always been loyal by being present at all our meetings were very much gratified with the attendance. Cedar Point makes an ideal place for a convention and I believe that if we hold the meeting there next year we will succeed in getting even a larger attendance.

Ohio shippers are beginning to realize more and more that they cannot fight their battles single-handed. The subject which seemed to interest the shippers the most was the fact of Chicago having a proportioned rate of 12c a hundred pounds to Baltimore, while they are being taxed from 13 to 13 1/2c. When Mr Goemann finished his paper on this subject, it was very apparent how the shippers felt in regard to this last discrimination. Every shipper realized that if Chicago can use a proportion rate of 12c a hundred to Baltimore, and a 9 1/2c rate to Pittsburg (with the same discrimination to other eastern points) that he will be paid that much less for his grain. When the railroad companies raised our eastern rates to the seaboard about 3 1/2c per hundred on the first day of May, the shippers took their medicine without a murmur, but now they find that Chicago is able to have its grain hauled about three hundred miles more than Ohio points for 1 1/2c less per hundred, it is a very hard pill to swallow.

The Miami Valley Grain Dealers' Association of which I am a member will hold a meeting July 10th at Dayton, at which time this subject will be threshed out thoroughly. Very truly yours, Harry W. Kress, Piqua, O.

It is about time for the crop killers to report that hot winds in the Northwest are shriveling the spring wheat in the milk.

Annual Meeting of the Ohio Grain Dealers' Association

The twenty-eighth annual meeting of the Ohio Grain Dealers' Ass'n was called to order by Pres. Mayer at 10:15 a. m., Wednesday, June 26, '07, in the Auditorium, Cedar Point, Ohio.

Pres. Mayer struck the key note of the meeting for the entire convention, when he expressed himself as pleased with a speaker who in the course of an address saw fit to deal out considerable "taffy" instead of waiting until some future date to write an "epi-taffy!" Thruout the meeting harmony prevailed, kind words were spoken for those active in Ass'n work, while those who are passive in their support of the organization were generally lauded.

The unanimous opinion of dealers present was that the last meeting was in point of attendance, interest, and enthusiasm the best ever convened.

Pres. Mayer called the meeting to order by introducing Mr. Ryan, who said:

As president of the Cedar Point Resort Co. I wish to extend to you a hearty welcome. This is the first time it has ever been our pleasure to entertain you, but I trust you will have such a good time that you will know where to hold your meeting next year. We have made special rates for you at the hotel, have arranged for your admittance free of charge to a vaudeville performance this evening, as well as free access to the dancing pavilion. I trust you will enjoy yourselves to the limit.

Pres. Mayer read the following address:

President's Address.

It is an honor as well as great pleasure to call this meeting to order as your president. I believe the attendance here today is the largest the organization has ever had at any of its annual meetings, and I hope you will all remain thru the entire session, pay close attention to the various speakers, and join in the discussion following the subjects taken up.

We have made up a program which I believe is a good one, and while we will follow the program to a certain extent, I want to hear from any member who has anything of value to bring up.

Since our last annual meeting we have met at Columbus in October, and while we only had a one day session it was full of business, and I am sure much good resulted. The corn question was thoroughly discussed, and it was the sense of the majority that buying be deferred as late as possible. I am certain this was a wise move.

Since we met a year ago at Put-in-Bay I hope you have all had a fair business. I don't believe shippers were caught with as much hot corn as in former years, and I am sure you all did better on your oats than in former seasons. The scarcity of cars has no doubt caused many of you to lay awake nights, and possibly some loss. The only consolation is that shippers in nearly all parts of the country were also suffering. I hope that during the coming season cars will be more plentiful, and that you will all have a great deal of wheat, a nice lot of oats, and a big bunch of good corn to handle.

As stated in our constitution this Ass'n is not organized for the purpose of making prices or anything of that sort. It states that the object is the advancement and protection of the mutual interests of those regularly engaged in the grain business, the formulation of rules for the transaction of business, and the promotion of friendly relations among legitimate grain men of the country.

There are many reasons why we as an ass'n can do more than the individual. Railroads and legislators pay more attention to a complaint when it comes from an ass'n than from the individual. There is no denying that fact, but the trouble is many of you seem to be bashful and don't

come to the ass'n with your troubles or your suggestions. Your officers are always willing to do what they can to help you out.

There is room for improvement in this ass'n. We are the oldest, but some of the younger ones are getting ahead of us in membership and in other ways. To show you what the Oklahoma Ass'n is doing I have but to read a statement of their treasurer's report May 1, which says their total receipts from members for the year were \$3633.00. They pay their secretary \$1500.00; have an extra clerk that gets \$500.00, and use the balance of the money for attorney fees, printing, postage, and other items, all to benefit the members. Some of the other state ass'ns issue crop reports. The Iowa ass'n goes to a great deal of expense in getting out a monthly report for which they charge non-members \$1.00 for the entire season, and the reports they issue are of much value, not alone to their own members but to outsiders. We are doing good work for the amount of funds we have to work on. Our secretary has done especially well and is to be commended.

The scoop-shoveler seems to be on hand just the same as ever, altho it looks to me as tho there had not been as many during the past season as in former years. It is too bad that the shipper, who has his money tied up in elevator property and at home, pays taxes and helps the town generally, should be obliged to compete with the scoop-shoveler who comes today and leaves tomorrow, pays no rent, taxes or anything else. Probably the only way to get rid of him is to have a law passed in the state compelling any one who buys grain and loads it into cars to pay the county so much per day for the privilege of so doing.

Corn Specials. Since we last met our state has fallen in line with others in that three Agricultural Special trains have been run. The first one was in December on the Cincinnati Northern, and the last two were in April on the B. & O. S. W. and Pennsylvania. Good certainly has resulted from these "Specials," as something like 8,000 farmers were addressed and told how they could produce more and better corn, and were also given instructions in regard to the raising of alfalfa. It was my good fortune to be on these trains, and I desire to say that I was very well pleased with the result.

The success of these "Specials" is due to the efforts of the O. S. W. Secretary McCord to the shippers along the line traveled, and the Railroad Commissioners of the two states.

This Ass'n has done much during the past year. The postponement of the advance in freight rates from Apr. 1 to May 1 was no doubt largely due to the efforts of this ass'n with the help of the Ind. Ass'n and the Railroad Commissioners of the two states.

In December, and also again a week ago, I represented this ass'n at meetings of the Uniform Grade Congress, both of which were held in Chicago and were very largely attended. As your representative, I worked for the adoption of Uniform Grades, and so did many others, but it is a very difficult matter to get all markets to agree on grades, and while we will not have Uniform Grades this summer, I believe much headway has been made in the matter and that with one or two more meetings all markets will fall in line and adopt them.

We have been assisted a great deal during the past year by the work of the Grain Dealers' National Ass'n, also the Ohio Shippers' Ass'n, and I am sure we appreciate it, and that you all join me in wishing these two ass'ns continued success. I hope you will all have a good time here, get better acquainted with your fellow shippers, and remain until the last matter of business is disposed of.

Sec'y J. W. McCord reported as follows: What the president has said is true. We are not an organization opposed to the laws of this state, but we exist for the protection of the interests of those engaged in the grain business. Ultimately the good work of this Ass'n will show up in the bank account of each dealer as well as in the promotion of a better fellowship and good will among

you. Some members of this Ass'n who were members for a while and then dropped out have been glad to come back to us and we now have enrolled a total of 336 members. Some members thru carelessness have not paid their dues, but the finances of the Ass'n are in good shape.

The work of the Ass'n this year has been heavy, consequently the drain on the finances have been heavy. The Ass'n has 79 regular members in good standing and 6 in arrears; 186 affiliated members in good standing with 71 in arrears, making the total of 336 members. We have received cash as follows:

Bal. on hand.....	\$237.31
Regular members fees.....	25.00
Regular members dues.....	340.00
Affiliated members dues.....	832.50
Sales pamphlets.....	38.87
Services claim buro.....	41.87
Expense agri. special.....	30.50

Total receipts\$1,546.05

This has been the best year of the Ass'n. The Claim Buro has done good work which is necessarily very slow. The Insurance Ass'n is in excellent shape.

Pres. Mayer: What is your pleasure concerning the report?

H. S. Grimes: I move it be referred to the auditing comite. Motion was carried.

Pres. Mayer appointed the following comites:

Nominations: C. B. Jenkins, Marion; Geo. Lamb, Hooker; H. W. Robinson, Green Springs; H. S. Grimes, Portsmouth; Grant McMorran, St. Paris.

Resolutions: E. W. Seeds, Columbus; J. L. Doering, Antwerp; Earl Baer, Hicksville; E. F. Leinhard, Bellevue; J. W. Long, Florida.

Auditing: W. B. Gramlich, Kenton; Reed Dunlap, Alger; W. W. Cummings, Toledo.

Viva voce vote was taken on motion to continue with program and lost.

Pres. Mayer read letters from Chas. England, Pres. Grain Dealer's Nat'l Ass'n, and E. M. Wasmuth, Pres. Nat'l Hay Ass'n, in which they regretted inability to attend meeting.

Government Crop Report.

J. P. McAlister: I have been thinking that the method which the Gov't has of getting out crop reports is unsatisfactory to the grain dealers. I can see no necessity for secrecy in giving them out. When the reports are issued a few large centers get the reports quickly while the public at large does not. I don't think the method is for the best interests of the trade. I believe the reports shud be issued oftener just the same as the weather reports. I have brot up this subject because I want to get an expression from this convention. I believe there shud be no secrecy on the part of the Gov't in issuing them.

H. S. Grimes: The Gov't reports are so superior to what they were a few years ago that I have begun to believe in them, and think they are a good thing for the trade. The Gov't has no policy of secrecy in giving them out, and you or any other individual can get them as quick as the Exchanges. If they send out the reports at 1:30 in the afternoon you will get it as quickly as Toledo or any other market. Just write the Sec'y of Agri. that you want the reports and you will find that you will get them just as quickly as any Exchange.

The reports of the Gov't are a vast improvement over what they were a few

years ago. It used to be that some reporter wud send in to the Gov't what he wud see from the car window but now they are doing good work. They are as reliable as can be obtained. It wudn't be advisable to send them out every day for what we want is the averages.

J. P. McAlister: I believe that violent fluctuations are caused on the market because the reports are not issued oftener. I object to any secrecy in issuing them. I say give everybody a fair show.

H. S. Grimes: There is no secrecy connected with issuing them. The Gov't is honest and treats everybody alike.

E. W. Seeds: It is just as Mr. Grimes said. The value of the reports is the general average which we get from them, otherwise they wud not be valuable. Two men may see a dog fight and not report it the same. It's the same way with the Gov't reporters. So the general average is what we want. I believe there is no secrecy about giving them out. They are absolutely guarded until they are given out.

Adjourned.

Wednesday Afternoon Session.

Pres. Mayer called the afternoon session to order at 1:45 and said: It gives me great pleasure to introduce to you Ex-pres. Marshall of Kirkwood who will tell us about the Grain Trade of the Olden Time.

T. B. Marshall: We are told that the world is a stage upon which we make our entrance and exit, and while here we get our "cue." I got my cue this morning from the Pres. who read his address. I am going to read mine just as other great men have done:

In Ye Early Days.

My father built a Grist Mill in 1844, when I was a little over six years old. This was a time not many years after the elevator with buckets was used. It was

the general rule to hoist the grain into the upper stories on the outside, with a rope and jack. In fact, much of it was carried up the stairs on the back. I remember father showing me the bottoms of his feet, all bloodshot from the continued weight.

Bags in those days were mostly home-made and held not less than three bus. If you are so disposed, suppose, when you go home, you try to lift a two bushel sack of wheat, and see how you like it.

There were some strenuous people, however, in those days. Father told me of a young woman who stood in a half-bushel and shouldered one of the three bus. bags of wheat. But the elevators stopped that practice.

Father made his elevator buckets out of buckeye, and I can very well remember when he brought a lot of grooved boards and filled mother's wash-bowls with them, bolting them on the kitchen stove, ready to bend.

When properly bent, they were held to the belt by screws, and would hold probably a pint, not more. The proper caper for the elevator pulley both head and foot, was two feet in diameter and to run forty revolutions a minute, or 240 feet of strap. The buckets were 2 ft. apart, as it was that that to be any closer would interfere with the delivery.

In a very few years I had to crawl into the sink and rake back the wheat that a farmer might get unloaded quicker, and with those little buckets, I thought I would never get out. When I did I had to skip up-stairs and with a flat wooden shovel (we had no scoops), keep the stream of wheat from backing up into the spout, and then I thought it came awfully fast and would never stop, because I wanted to go swimming.

About 1859, my father built a warehouse in Lima on the new Dayton & Michigan R. R., now a part of the C. H. & D. We took in grain from the wagon, on a common freight truck, run out on boards behind the tail of the wagon; backed into the house, with the entire load very often, weighed and untied the bags, letting the contents out on the floor and shoveling it up on the pile. We loaded the first car of oats on the new road in Lima.

The siding had not been put in, so we placed the car on the main track, then by the use of a lot of ties, bridged from the house to the car. We got a store box, and with the above named truck, rammed the open box into the grain, shoveled it as full as we could, righted it on the truck

and shoveled it full. The box was then wheeled into the car, upset and emptied and the grain shoveled into the ends of the car, until we loaded a huge load of 600 bus.

Old Bony part.—Afterward, we put in an elevator with an "Old Bony part" attached to a sweep in the cellar, to do the circular work. "Old Rock" was faithful enough and soon learned to stop when the buckets were empty, and, by the way, he stopped a good many times when they were not empty, if any kind of an idea got mixed up with his horse sense, that we were out of reach and could not punch him with a stick or hit him with a stone. He got used to anathemas and bad words and would quietly stand with drooped head and patiently switch files with his tail.

The house was built along the ground, laid down on its side, so to speak. When the grain landed on the second floor it could go where it pleased. We boxed up the shaft and watched that it did not run down the stairway. When we loaded, we put up a spout and let it run from the pile so long as it would, then shoveled the balance until we thought there was enough in the car and let 'er go.

As to getting the markets, such a wild, reckless and improvident waste of money, as the use of the telegraph with its one or two commercial wires between Toledo and Cincinnati, was not even dreamed of.

We got the daily papers along about noon (the railway mail car being then unknown) and about the same time the mail came in from the distributing offices. We could then get our letters if we had time to go to the P. O., the idea of mail delivery not yet having found lodgment in the mind of your Uncle Samuel.

Such a sturdy thing as the Red Letter of our most worthy president, with its varied and valuable information, was as a babe not yet conceived, let alone born. Sheets were printed from the Board of Trade, with all sales, actual and speculative, and every firm arranged for its needs, with their name at the bottom, and they were sent to their real and prospective customers, and from these we could mark out a somewhat devious path.

In the latter part of the sixties, I came home, after helping Mr. Grant and a few other gentlemen with their threshing outfit, and found the grain business still in the family.

A Mr. Green, I think, in Tippecanoe City, had invented a combined corn sheller and cleaner and this was being introduced with other and better ones, so that the handling of ear corn was changed from the country



A. B. Beverstock, Lexington, O.
Pres. Ohio Grn. Dirs. Ass'n.



J. W. McCord, Columbus, O.
Secy.-Treas. Ohio Grn. Dirs. Ass'n.

to the town—another example of municipal absorption.

Canals—Up to this time, the bulk of the grain in the Miami Valley was transported by canal. An opening presented itself in Troy, but candor compels me to say that the possessor of a piece of calico had as many charms for me as the grain business and I got them both.

During the closed season on the canal, the houses were taken in and after loading the upper floors with shelled corn, bulkheaded the lower floor, and with wheelbarrows, moved all that was offered and piled it up until spring.

When navigation opened the barrows were again brot into use, the corn again wheeled over the floor and put into the shelter with a shovel. If, by any chance, corn was coming in, the farmer obligingly shoveled it direct into the shelter and saved us the handling. I think I see him doing it now!

Boats were loaded by two-wheeled carts, filled from the second floor, and dumped into the boat by the boatman and the mules then taking charge to destination.

From this time on the strides of the grain business have been many and rapid, until the present day finds the elevator building on end instead of on its side. It has become a law of the land that it takes no trouble to send grain up 75 to 100 feet than to the second floor. What with corn dumps, automatic feeders, cribbed houses, hopper bottoms, hopper scales, gravity and machine loaders, with gasoline engines, about all the grain man has to do these days is to get the receipt of custom and count the shekels as they are permitted by the terminal and track men, to come in.

Pres. Mayer: It is now my pleasure to introduce to you,

"Jenkins, Jenkins, Jenkins, O
He's from Marion, O H I O."

Chas. B. Jenkins read the following paper:

Whence Came We, Whither Goest.

In treating this subject I might take your time in describing the origin of man and while I do not believe that many of you will agree with that great writer, that man is a descendant from the monkey, you will readily agree with me that so far as the grain man is concerned he very frequently makes a monkey of himself and like most other big monkeys, he, by his maneuvers causes his neighbor monkeys to make donkeys of themselves. You can see how this evolution might be carried on and for fear of the results I will refrain from following Darwin farther; but July 1, 1840, on this historic island that lies on the bosom of this beautiful lake Erie, a company of good men, noble fellows, met to organize the Ohio Grain Dealers Ass'n. Note carefully the purpose of the meeting: It was for the organization of an association "for the better protection of many interests connected with the trade and correcting many abuses that are detrimental to the producer and shipper of cereals."

Such men as Col. S. H. Hunt, John G. Ridenour, L. C. Newton and S. E. DeWolfe were prominent in the organization. All of this quartette have been called to take his chamber in the silent halls of death except the old veteran, S. E. DeWolfe, and if you will permit I should like to digress and pay a tribute to this old hero. It has been my privilege to have lived for more than a decade as his competitor and as England had among her statesmen a "Grand old man" so has Ohio Grain Dealers among them a "Grand old man" in the person of this hero. He has been an honorable competitor, a kind neighbor and a true friend. If some one some day could write as truthfully of us there would be no question of "Whither are we going?"

Among us here to-day are men who were there that day and in the early years of the work. They were young men then, but the frost of many winters has marked them. Their hair reminding us that "white has ever been the emblem of purity." An organization that had a purpose like this one and then never lost sight of the purpose will continue to live.

In the order of business such subjects as the following were discussed: "Transportation," "Contracting grain from farmers for future delivery," "Loaning of grain bags to farmers by dealers," "The grading of grain when purchased from producers," "Weights of grain and seeds," "Storage of grain for farmers," "Condition of grain cars."

About the same subjects confront us to-day, and you may have seen me progressed after 27 years of organized work? Let us see. Transportation is more important and necessary now than then. I have heard my good friend DeWolfe say he had waited six months for a car. Imagine yourself or any one in the grain business today waiting six months for a car. All the machinery of organization and government would be turned loose on the railroad so neglectful and extremely heavy damages could be collected in the courts.

Contracting grain from farmers for future delivery, one of the most pernicious mischief makers for both farmer and dealer known to the rural grain trade, equal to bucket shop trading for trouble. If you do it, quit it.

Loaning of bags today followed only by those who have suffered from a weakness in their spinal column. Brother, do you know that the benighted man of Ethiopia does not loan bags and yet you will send money to enlighten Africa. One of my farmer friends said to me one day, you are a fool to loan bags, and I awoke.

The grading of grain when purchased from the farmer is a duty. You not only owe it to yourself but to your competitor and to the farmer himself. If you do not grade your grain you are laying the foundation for bankruptcy proceedings with your own property. A very unpleasant and unsatisfactory relation with your neighbor, who does grade his grain. You are unjust with your farmer customers for you pay the careless, indifferent, unworthy farmer the same price for his off-grades as you pay the careful and painstaking farmer for a top-notch product. Calling to recognize merit at its true worth you are a curse to yourself and your neighborhood when it is in your power to be a blessing.

As has been shown we have had a noble ancestry and we should walk worthily in the sight of men.

Whither are we going? Let us return again to the original purpose of the organization. It is supposed that we will look after the protection of the interests connected with the trade. That is our business, but how have we been keeping our obligation to the producer, let us see. I might enumerate many little things we have done but the organization and the men that are encouraging the running of Agricultural Specials for the instruction of the farmers in the production of more and better grain surely indicates to you that we have and are keeping our obligation to the producer. This movement is only in its inception and when the railroads in our state realize the great good accomplished by this work, they will be ready to join with us and make these trips more frequently.

It is a regular occurrence for us to have some of the worthy men of the Agricultural College or Experiment Station at each of our annual meetings to discourse to us how we can benefit the producer and I am pleased to note by the program that we have that these distinguished men with us this time.

Pres. Mayer: I want to voice the sentiment of Mr. Jenkins when he spoke of Mr. DeWolfe. He is a noble man. I am glad to see the disposition to give a little "taffy" here, instead of waiting for "epi-taffy" at a later date.

Relations of Shippers and Carriers.

E. W. Seeds extemporaneously addressed the convention on the Relation of Shippers and Receivers to Common Carriers, and the Work of the Ohio Shippers' Ass'n.

E. W. Seeds: What have been the relations of the shippers and common carriers and what shall they be? Friendly? In recent years we have not that them friendly. Railroad officials have said what cud or cud not be done, and we had to accept it whether we liked it or not. I think that time has now passed, and I believe that no body of men has had more to do about bringing it to pass than the Ohio Grain Dealers' Ass'n, whose influence has had great effect on the Ohio Shippers' Ass'n. From its very inception the Ass'n has worked for an entering wedge of control of the relationship of the shippers and railroads. It has insisted that the railroads must treat the shippers fairly. On the other hand the Ass'n must ask for only what is fair. Each must give and take fair treatment.

The Ohio Shippers' Ass'n got together on an agreement for car service charges in which every Ohio railroad joined before such an agreement existed in any state. The roads asked for a conference. It wasn't long before the officers of the railroads were hunting us to arrange for a conference. But the agreement was not cut as an entering wedge. The Works Bill which passed the last session of the legislature is a result of effort of the Ohio Shippers' Ass'n. Three eminently fair men have been appointed to serve on this commission. After the Works bill was passed the railroads denied the effectiveness of the first agreement. They then promulgated a certain number of rules to which the executive comite objected and the comite in turn promulgated a certain set of rules which will take effect August 1st. I believe they are the most favorable we have ever had.

I am not as old as our ex-pres. but I am old enuf to know when the minimum amount we cud load in a car was 18,000 lbs. and the maximum 22,000 lbs. It was not so very long ago that we shipped 40,000 lbs. to a party who wrote back to us that the car was received alright, but they cud see no necessity for loading a whole cargo.

In this connection, we shud be allowed more time to unload 2 66,000-lb. car than one loaded with 40,000 lbs. At the conference of the Ohio Shippers' Ass'n and the railroads at Columbus there was some division on this and other rules. Most of the companies decided to obey so far as intrastate shipments were concerned, but to hold to the old rules on interstate shipments. This wud be unjust and make things very complicated. To avoid litigation we did not insist that the rules go into effect at once but I believe that Aug. 1 they will be put into effect. Two prominent roads said they wud apply them to both interstate and intrastate shipments. We have postponed putting them into effect twice so there wud be no quibble. I understand now that practically all of the roads will file the rules on Aug. 1. This will be much more advantageous than to have had them throw the matter into court. By individual contact with railroad officials you can usually arrange matters advantageously to yourself. Be sure first, you don't ask for something that isn't fair. Make the relation of the shipper and carrier as friendly as possible. It is easier and pleasanter to accomplish results with a little "taffy" than by force or legal methods.

Let us go right on and ask for what we want, what is fair. We are as necessary to the railroads as they are to us. Let us work harmoniously.

Results of Association Work.

H. S. Grimes: As pres. of the Ohio Shippers' Ass'n I count it a great privilege to address this assemblage of business men, in the same trade as myself. The pres. wrote me he wanted me to make a talk. I told him what this Ass'n wanted to do was to put in the new blood and have them get to work. They get jealous of us older fellows. I have heard it said that certain people want to run this Ass'n. I declare that is wrong and uncharitable. They don't want to do it. We older fellows are willing to give way to anybody capable and willing to take our place. I am glad to see the large number present and hope this will be the best meeting ever held.

This Ass'n has accomplished great good for the dealers in grain. It was the first organization in Ohio for the protection of business of any kind. There are 265

ass'ns in Ohio now designed to help business men, all of which have been organized since the Ohio Gr. Dirs. Ass'n. It has had many offsprings.

What has the Ohio Gr. Dirs. Ass'n accomplished? Every member of this Ass'n is getting paid in insurance 20 times over what it costs to belong to it. Insurance is 33% less than ever before and it is safe insurance; there is no safer in the world. The Ohio Ins. Co. was conceived by members of this Ass'n. The Gr. Dirs. Nat'l Ass'n was an offspring of this Ass'n.

When you join this Ass'n you get direct money value for it. It is simply and purely a business proposition. The Ohio Shippers' Ass'n which has done such noble work for you is an offspring of this Ass'n. The drafting of the Works bill drifts back to this Ass'n. May 1 word went out that rates would advance $2\frac{1}{2}\%$. With car shortage and advance of rates which meant \$15 per car staring us in the face when word came to this Ass'n what did it do? It was not idle a minute. We went to Chicago called a meeting with the traffic men. The presidents of the railroads were interested and wired to different points to find out how much grain had been sold for future delivery. The result was that the advance in rates was postponed 30 days to enable the grain dealers of Ohio to get out their grain. They also promised to make a special effort to give us cars and they did nobly. Such was the result of the Ohio Grain Dealers' Ass'n's effort thru Pres. Mayer.

J. W. McCord: When the Executive Comitee of the Ohio Shippers' Ass'n wanted somebody to map out the work for the Ass'n they found they could do no better than select E. W. Seeds for the place. He said he could not accept the position. We looked for somebody to take his place but could find no one better qualified. He had to accept. When we wanted an executive officer, we went to my white headed friend, Mr. Grimes.

Pres. Mayer read a message from Thos. A. Morrison, pres. Ind. Gr. Dirs. Ass'n, expressing his regret at not being able to attend the Ohio meeting.

A. E. Clutter: I have been asked to say something at this meeting and I might as well do it now. My friend Marshall went back to the days of his father to tell about olden times. I am going him one better and go back to the days of my grandfather. I remember when elevators were operated by a tram mill for power and my grandfather had an old ox to do the tramping. He and his partner conceived the idea of making a wooden ox with four legs which would work mechanically to do the work. They worked on it a long time but I remember they could only get three legs to go. It never was a success.

Mr. Jenkins spoke about whither are we going. I am sure I can't tell where some of you are going, but if you are bound to make a change come to California.

Mr. Seeds mentioned common carriers. I call them uncommon carriers because I think they treated us mighty unfair at times.

Upon motion meeting adjourns to Thursday morning.

Thursday Morning Session.

Pres. Mayer: I am glad to see so many of you out this morning. I believe you appreciate this meeting. I feel about this meeting like the Jew who was selling socks. "The longer you wear them the stronger they get." It's the same with interest in this meeting.

Homer C. Price, Dean of the Ohio College of Agriculture, read a very interesting address on the subject of the Farmer and the Grain Dealer.

The Farmer and the Grain Dealer.

The statement has been made so many times that it has become trite that all wealth is dependent upon the farm and that as agriculture prospers so prospers a nation; but it has never been more nearly true than at the present time, and to no class of men is it truer than to the grain dealers.

The very fact that the welfare of all lines of industry are in the last analysis de-



P. H. Harsha, Portsmouth, O.
Member at Large, Governing Board, Ohio
Grn. Dirs. Ass'n.

pendent upon the welfare of Agriculture, places a responsibility on the farmer as well as on other industries to see to it that Agriculture does prosper. The man that operates a farm has no moral right to raise half crops and to half farm his land; he has in his charge a natural agency for producing wealth that is the beginning of all wealth, and if he does not use it in the most economical way so as to produce the largest income possible, he is harming not only himself but his fellowmen who are dependent upon Agriculture.

The College of Agriculture stands as the state's educational institution for teaching how to increase the production of the farms of the state and, at the same time, maintain the fertility, how to serve the state as citizens so as to promote the welfare of the industry of agriculture and the state, as well as the personal welfare of the individual.

It is needless to talk to this Ass'n of the importance of increasing the yields of our farms. You are well aware of the desirability of increasing the yields of our crops because large crops mean more surplus and more surplus means more grain to handle. The very practical question of how shall we increase the average yields of the staple crops of the state and how shall we improve the quality is the question to which we are both seeking an answer. The solution of this question will result in helping the farmer the most of all, and yet he is the one that we must urge most to take it up.

Agricultural Specials.—Such work as we have been enabled to do on the agricultural trains is the most effective work that I know of that has yet been attempted in Ohio to help solve this problem. It is work that neither the college or the grain dealers can do by themselves as successfully as they can do it together.

If grain dealers urge the time to farm better, he is suspicious, and the agricultural college and experiment station has not altogether gained his confidence.

If this work continues to develop, both the college and the grain men will find that it will soon grow to be a drain on their time and arrangements will have to be made to divide the time so that representatives of the grain dealers and of the college can always accompany the trains. I hope that in future years we may have several weeks of this work and that the railroads may come to recognize these trains as annual occurrences.

There are other lines in which I believe the grain dealers and the college and experiment station can work together for a common object. One of these is the grain show to encourage the farmers to raise better grain. Let the grain men offer prizes for the best corn raised in the county and arrange to have a corn show in their towns one day in the late fall or early winter. Have men from the College and Experiment Station come to judge it and to give addresses on the improvement of the grain crops. I believe the contest could be taken one step farther back—offer prizes for the best stands of corn on a specified date, say July 15th, having replant, and on that date, have the acres that have been entered gone over by judges and prizes awarded. Then let this contest continue and have these same acres compete for highest yields and thus emphasize the relation between stands and yields. The same acres could again compete in the final corn show in the fall for the best ten ears and a grand sweep stakes prize awarded for the winners in the different classes. Such a contest would be decidedly educational, if it can be demonstrated that the man who has the best stand of corn has the largest yield and the man who has the largest yield has the best corn. It will demonstrate to the farmers that the judges' points are not all fanciful and will remove the feeling of skepticism that is often found on the part of farmers who attend the corn shows.

Such contests would stimulate care in selecting seed corn, in testing it in planting, in cultivating and, in fact, in handling the entire crop. Contests of a similar nature might be worked out for the other grains, altho they do not lend themselves as readily to this purpose as corn.

Discrimination by Buyers.—When it comes to the question of the improvement of the quality of the grain I believe the solution rests with the grain dealer just as much as it does the farmer. Until there is more discrimination on the part of the grain dealer as to quality we cannot expect any great effort on the part of the farmer to improve the quality of his products, especially if it is to be at the expense of quantity.

If Jones is paid just as much per bushel for his corn as Smith, when it contains 5 per cent more moisture than Smith's corn, it simply means that a premium is paid to Jones because his corn is not in good condition and Smith, who has taken special pains to have his first-class, must lose to make up for Jones' carelessness.

Percentage of Moisture.—With the perfection of our apparatus for determining the amount of moisture in grain we are getting the determination of the quality of grains on a basis that can be uniformly enforced by grain men and I urge you to fix and enforce them rigidly. It will be appreciated by farmers and while it will be objected to by the man whose grains are not up to the standard it will be making the man suffer who ought to suffer and will be putting the premium where it belongs, to the man who produces the best grain.

In closing let me again express my appreciation of this opportunity of meeting with you and assure you of the willingness of the Agr. College to join with you in promoting the Agr. interests of the state whether it is by means of Agr. Special Trains, corn shows or any other means that you may adopt.

L. H. Goddard of the Ohio Experimental Station was introduced and told the dealers about the Corn Exposition. There is very little new to be said about the Corn Exposition to be held in Chicago Oct. 5 to 19. There may be some things however worth mentioning. We do not like the date of the show and communicated with representatives in the different states to get the date changed to a later one, but we were unable to do so. Finally Ohio decided to get into the contest and we are in it to stay. Ohio ought to be the winner. While the conditions up to the present have not been ideal other states have fared as badly as we. (Mr. Goddard then read a recent Gov't report showing the atmospheric conditions prevailing in the corn states during April and May.) Ohio then is no worse off than the western states. We are in this contest to stay and want you grain dealers to help us arouse enthusiasm in the contest.

Henry L. Goemann read the following address on The Grain Trade:

"The Grain Trade."

I am glad to note that the handling of grain at country points is gradually working to a business basis and is not being carried on in the haphazard way of the past.

Thru ass'ns, both state and national, there have been inaugurated improvements which have been of vast benefit to grain dealers everywhere, and especially to country shippers.

First, the country dealer has learned that he must have a margin in doing business, that he cannot afford to pay more than grain is worth, also not to pay No. 3 price, take any old grain the farmer delivers and then be compelled to speculate and hold for advancing market to get out even, or to expect a better grade at terminal market than the grain is entitled to.

Thru meeting his competitor at meetings of the Ass'n the dealers have become better acquainted and been able to get together for mutual good, and also to realize that his neighbor and competitor is a good fellow and willing to meet him half way.

At terminal markets improvements have been brought about. The inspection is now fair and just and discounts on off-grades are not so severe as formerly, owing to the installation of improved machinery such as cleaners, clippers, driers and purifiers to properly take care of same.

The National Ass'n has been active in the matter of uniform grades of grain for all markets. Two meetings have been held at which delegates from the leading exchanges were present, and I believe it will not be so very long until we have uniform phraseology as well as grades.

The weights are also on a more satisfactory basis as at most elevators cars are now weighed in hopper scales in one or two drafts to a car and no dockage is taken as formerly. If proper care is taken to load good cars and to co-oper then properly very few complaints on shortage will be made.

The car situation the past season has been serious. The inability of the railroads to furnish cars promptly has forced heavy losses on shippers, and it seems to me that we have gone thru the worst of it and the railroads will be able in the future to take better care of their customers.

In the building of new cars of large capacity which the roads will insist on being loaded heavily, the small shipper and buyer, who has limited storage room will suffer. They will have to increase their facilities so as to be able to handle these larger cars.

In the matter of demurrage good progress is being made, and in Ohio the Railroad Commission has put into effect a ruling that all receivers or shippers of carload freight can have the benefit of average monthly settlement of car service which to my mind is just and will also hurry the loading and unloading of all cars. In the east this average agreement is being generally used. It is reciprocal in a way, but is not in accordance with reciprocal demurrage as it is in some states and as generally advocated.

The interstate commerce law, as now in force, is a decided benefit to all grain shippers and has put every one on an equal footing. While there are many points in the law which will have to be adjusted they will be straightened out in time. The commission is doing all in its power to simplify matters and to assist shippers. Some of their rulings will no doubt be modified after proper arguments are presented to them showing that a broader construction is necessary.

I also believe that they will finally put into effect a uniform B/T which common law liability and make the initial carrier liable to the shipper for all claims.

C. B. Jenkins: I move that this organization go on record as protesting against an advance in rates on grain. Motion carried.

Pres. Mayer: Quite a while ago a certain railroad wanted a right of way into Bellevue. The Co. was getting along nicely until it came to a farmer about 15 miles out of town who didn't want to give in. The Co. argued with him. "Why," the representative said, "the road will make your property more valuable, you will have transportation both in and out of Bellevue." "Granting what you say is true," replied the farmer, "who in hell wants to go to Bellevue?" The next gentleman on the program is from Bellevue.

E. F. Lienhard read a paper on The Country Grain Buyers' Prosperity:

The Country Dealers' Prosperity.

There is no question that Prosperity has not found a great many of our Guild in its march thru this glorious country and we will therefore take up this matter for our careful consideration, so that we may find a way to remedy the lack of prosperity and to fall in line with the rest of the country, especially with our farmer friends, who undoubtedly have had their full share of it.

One of the most important reasons for this lack of prosperity is the fact that in this advanced age of progressiveness not enough business methods are applied by the country grain buyer in this Purchasing Dept. compared with the methods that are applied to him in his Sales Dept. When we sell wheat, corn or oats it is sold on its grade, the party to whom we sell specifies what he will pay for No. 2 red, or No. 2 white wheat or whatever the grade may be and the price offered is according to quality. The same holds good in corn and oats. These are the rules by which we have to sell and by which we must buy if we would be in the prosperity process. As this rule, however, is applied only to the selling department and not to the buying we fall to receive the returns for our work to which every one of us is justly entitled.

What is prosperity? Is it, when you pay your farmer a lower price for his grain than he is entitled to? No.

Is it, when you mix the poor wheat, corn or oats with your good wheat, corn or oats and sell it to your customer for good wheat, corn or oats? No.

Is it, when you pay your farmer friend full price for his off grade grain, so that you must mix it and beat your buyer? Again, no!

Is it, when you speculate and run the risk of losing your sound judgment and influencing your entire business transactions by your greed of money, thereby losing your peace of mind, love of family, honor, self-esteem, in fact everything that is good? Again we must say, no.

Is the amassing of millions of dollars, prosperity? No, three times no.

At the State meeting of the Ohio Millers held at Dayton last April the subject "Can a Miller be a Christian" was discussed, and in that subject the keynote to Prosperity can be found. Gentlemen, the teachings of Christ, our Saviour, are the foundation to prosperity. In such teachings as "Love thy neighbor as thyself," "Thou shalt have no other Gods before me," "Thou shalt not covet," you will have all the remedies for the evils which now exist in the way the country grain buyer does his business. It has been stated time and time again, that a business cannot be conducted based upon the teachings of Christ. Do you believe this, and if you do believe it, do you still persist in staying in business?

If your aim is "True Prosperity" your business must be based upon those fundamental truths taught us in the Holy Bible. "True Prosperity" is the highest ideal for which you can work. True prosperity brings honest dealings, dealings which would do away with deception, deception of yourself as well as deception of your customers. It brings love, love for your family and home, love for your fellowmen. If you possess this love many of the mean tricks which now exist in our business would be a thing of the past.

True Prosperity brings truthfulness, integrity and confidence. Do you realize the worth of these three qualities in your business? Do you realize how many thousand dollars these qualities are worth to you?

Moral courage is also an essential quality to true prosperity of which, I am sorry to say, a good many of our fellow grain buyers are not possessed. This quality will eliminate the unethical transaction from your business, such as buying off-grade grains at full price, buying stuff away from your brother grain dealer at a price you know will make you no profit; and selling one thing and furnishing another. This quality is so essential to Prosperity that without it you will ultimately fail. Do you, gentlemen, realize the importance of possessing this quality in your make-up?

True Prosperity brings trust in one another without which no business can be successful. It would not be worth the while to be a business man if this trust was lacking, and still, how little this quality is in evidence in our business. How many of the Eastern grain buyers go in a graded market, preferring to buy their grain there, instead of buying direct from the country elevator man? The reason why this is so is because you have not

treated your customer fairly and squarely. It is your duty, gentlemen, to regain this trust and confidence from your customer by giving him the best you have and not doctoring and plugging your cars. You must buy your off-grade stuff for what it is worth and sell it for what it is. If you do this, the greatest step toward prosperity is made.

Be content with your day's work honestly done and your efforts will be amply repaid. Change without further delay the course of your business and deeds, if the ultimate aim of these is solely the possession of the so-called almighty dollar.

A good many more things could be said on this subject but to come to a close will state that to gain Prosperity, we must base our business on the truth taught us in the Bible. We must go back to the strenuous life as our noble President Theodore Roosevelt has advised us to do. We must give ourselves and everybody else the square deal and this we can only do if all our transactions are such we are not ashamed to show them to the world. If we carry out these teachings, prosperity will knock at our doors and we will be ready to receive it with open arms.

Is it worth the while to make an effort to gain this ideal? The necessary qualities are in you. It is left for you to awaken them and to put them in use, or to let them lay dormant and appear before this great nation as unreliable and untrustworthy.

H. S. Grimes: Gentlemen, that was a good sermon and I want to say to you that he practices what he preaches. Mr. Lienhard does a straightforward grain business and he is not afraid to come forward and say why he does. He is a foreigner as you can plainly tell when you hear him speak, and his success since he has been in this country in the grain business is marvelous to me.

Pres. Mayer: I am sorry I told the story I did about Bellevue. Mr. Lienhard's house is one of the best firms in the country to do business with. When he says he has shipped No. 2 wheat to us we are willing to bet a \$1,000 to \$1 that it will be what he says.

A. B. Beverstock spoke on the Importance of Clean Grain as follows:

The Importance of Clean Grain.

We are making a fight in Richland county to get the dealers to pay for clean grain only, allowing the farmer to take home the screenings.

A few years ago there were no receiving separators in our territory, but the effort put forth in Richland county has resulted in the installation of a separator in nearly every mill and warehouse. Some of us have made a persistent effort to point out to the dealer the many advantages of cleaned wheat.

First it will always give the best of satisfaction and bring the top price. It will keep better, being less apt to bin burn or mush, on the same theory that clean corn will not spoil as quickly as corn that contains filth. When a shipper has gained a reputation for clean wheat, he not only secures the top price but frequently a premium. He can rest content that his weight will hold out and his draft will be paid.

A few days ago a neighboring dealer came to our plant to inspect our separator and the object of installing one in his own. He was quick to notice and call attention to the fact that the scalper at the head had tailed over a couple of bushels of stone and dirt and on further analysis he found burrs, bolts, a small piece of chain and a pair of blue goggles. Had the separator not been installed this filth would have been paid for by some one. If not the warehouse man, then the miller, the truck buyer or the exporter.

Since the advent of the Wind Stacker it seems that both farmers and threshers are getting more careless each year. We go after the threshers as hard as possible, but they reply that the farmer urges them to make all possible speed as it is difficult to get help, and labor is so high no more time than possible must be spent in threshing.

If you have a separator your wheat is in such condition you can take advantage of wheat corners because the wheat will grade in any market, and when you meet this condition you can generally make enough out of one deal to pay for your entire plant. Not only are the above advantages gained but the objectionable grain tester is eliminated. In our community the very sight of a grain tester displeases the

average farmer. Why not with one sweep gain all of the advantages I have enumerated?

Whenever a grain dealer preaches against the criminal practice of speculation and at the same time receives into his house wheat of low test and inferior quality, to mix with good wheat, he is the criminal. He receives the low test, bin burned, or musty wheat into his house under the delusion that he can mix it with a quantity of good wheat and as he says have it slip thru "the defrauding either the miller, the track buyers or the exporter. This plan may work once in a while, but will be found out sooner or later and the loss will be greater than if it had never been started. Don't labor under the delusion that inferior wheat can be mixed with good and slip thru or fool all the dealers all the time.

If a cleaner is installed, a dealer will get his money back in an average of five years simply in the revenue from cleaning seed wheat, to say nothing about the benefits he may eventually derive by farmers saving with the cleaner.

I speak for no particular machine. Nearly all of them are good. I merely want this association to realize that about 90 per cent of the dealers in Ohio are groping in the darkness by buying wheat as it comes from the threshers. I want this ass'n to realize that its members are being cheated upon more each year by threshers, farmers and unscrupulous buyers who are not members. I want the G. D. Ass'n to realize that it is not a fair deal to allow its members to suffer loss by threshers and farmers trying to see how many bushels of filth they can get by instead of how many bushels of clean wheat.

When a farmer brings in his clover or timothy seed for sale you would not think of paying for it unless it was cleaned. I stand ready to renounce the cleaner if any one can give me a sane reason why it is not just as fair to buy clean wheat as it is to clean seed?

Some will say that the farmers will not stand for having their grain cleaned. To those who offer this objection I can speak from the experience of several different houses, and say that it is not true. One of our houses where about 100,000 bushels handled had three or four complaints the first few months and none thereafter. Another where about 80,000 is purchased had two complaints and still another had none whatever. Simply pay for the clean wheat and allow the farmer to take back his screenings for the chickens. I overheard one farmer telling our warehouseman that if there was any particular thing that made his wife happier than another, it was to see him start to the elevator with a load of wheat because she knew she would get a sack of screenings for the chickens.

It occurs to me that some of us come to these meetings thinking we may discover some new and wonderful secrets in handling grain or some way of fattoming the devious and uncertain ways of the grain market. In this way we look over many little things that if given the attention they deserve would put a good many dollars into our pockets that do not find their way there at present.

On account of the absence of Grant McMorran who was called home, C. B. Jenkins read his paper on, What Should the Shippers do When the Railroads are Unable to Furnish Cars from which we take the following:

What Should Shippers Do?

What Should the Shippers do When the Railroads are Unable to Furnish Cars? The subject is one of much importance and of interest to each shipper and receiver thruout Ohio; in fact it has become a National question. One man may have an idea which will relieve the situation, but have no one to back the idea or put it into effect. What is needed is united effort. The one man day is gone, we now live in a day of combinations and associations. Our lives are not exactly as we make them, but as some great syndicate, trust or corporation sees fit to set the pace. We trail along and catch a few of the parties that fall from the great commercial enterprises. With a firm and resolute mind, we denounce trusts, combinations and associations and express our desires to go back to the times when we controlled our own business, and was the King Bee of the vicinity in which we lived and wished to control. Our minds run back to those happy days when some of us were the whole Ass'n and Combination, when the General Freight Agent of our railroad dropped into our office and helped us to do our neighbor; when he made us a rate of 2c per hundred pounds less than our neighbor competitor five miles down

the country on the same line of road, and furnished cars to take care of the business.

We all have the same symptoms, so I believe I will diagnose the case as Selfishness. It is an awful disease, and some of us have had it so long our lives are despaired of. Some of you fellows, who think you haven't this disease, may have the symptoms. It's not hard to recognize them after you know what they are.

I am going to tell you some of them that belong to that stage of the disease known as "Now gentlemen, if you have this feeling you had better commence to look around for help, for you are surely in the middle of a bad fix, and to go farther on under such conditions, you are likely to run against conditions you are not acquainted with, and the results are you will go squashed. Take your pleasant brother, it is easy to take. It will make you a better man; it will make your life easy, home pleasant; your competitor your bosom friend and in the end eternal peace.

Symptom No. 2—"I think every farmer tells me the exact truth about my competitors."

Symptom No. 3—"I am going to force all of them to make assignments. Not enough territory for all of us anyway." Now gentlemen, if you have this feeling you had better commence to look around for help, for you are surely in the middle of a bad fix, and to go farther on under such conditions, you are likely to run against conditions you are not acquainted with, and the results are you will go squashed. Take your pleasant brother, it is easy to take. It will make you a better man; it will make your life easy, home pleasant; your competitor your bosom friend and in the end eternal peace.

If I am to tell you, "What to do When the Railroads are Unable to Furnish Cars," I must first tell you what to do before you are in condition to receive the blessing. The first thing to do is to wipe out the disease—selfishness. Then the treatment is an easy one to take. If you will follow these instructions I will insure you permanent rest and eternal satisfaction. Join your Local Ass'n and do your duty, attend the meetings, be one of the working members, sit on the front seat and when any of your competitors have anything to offer for the good of the Ass'n, or the cause of the trade, lend him your influence and support. Have all your members join the State Ass'n, its doing a world of good. If you are affiliated with the state, you will be a power for good. All along the line your influence will be felt far and near, it will drift to the legislative halls at Columbus, and from there to the legislative departments of our great Gov't at Washington. When this is accomplished you will stand on the broad field of usefulness, which always brings wealth and happiness. Now you are in a condition to listen to my subject and you will be surprised how easy it is to accomplish so much when you are associated together and every man pushing in the same direction.

It takes associated effort these days to accomplish much. It takes management, foresight, tact and work to accomplish any important undertaking; especially one where a railroad company has to be shown the error of its ways. It takes men who can come out from behind their selfishness and join in with their neighbors and make the railroad companies obey the laws. It sometimes takes the efforts of all the Local and State Ass'ns, the Ohio R. R. Commission and Atty. Genl. even to get a R. R. Co. to look your way. But this is the look, and after they look once, its surprising to see how quick they take notice thereafter.

If you put yourself under the right conditions, you will get what you want. You have all the law in Ohio you need to enforce your rights and you have a R. R. Commission who will listen to your complaints as a mother does to her child. If it can't get your relief, it will ask the Attorney General of Ohio to investigate the cause in your behalf. If your complaint is a fair and honest one you will get relief in the hearing before the Atty. Genl. and it is still looking after us.

Write your troubles to Uncle Joe McCord; go up to Columbus and talk it over with him and let him present your troubles in writing to the Ohio Railroad Commission. Back up your complaints with good evidence from your neighbors and Local Ass'n, then wait long enough for the Ohio Commission to do its work and if no relief comes, ask the Commission to bring it before the Attorney General. You will be surprised how the Commission and Attorney General, with your united efforts will relieve a car panic. Don't abuse the

minor R. R. officials, they are not to blame. Go after the Pres. and Gen. Mng'r. When they act you get results and very promptly, for they usually have the facts brot out by the investigation in such a manner as to show them that their rights under the laws of the state and under the rules of the Commission will be protected but nothing more.

Brother shipper, you have just what you need and all you need. Join the Local and State Ass'ns and help those who are protecting your business interests every day. Don't be a sponger and a drone, you are reaping the benefits of this Ass'n work every day in some way. Its become a part of your business, let it go down and see how soon many laws will appear upon the statute books of this great state that will conflict with our shipping interest.

Adjourned to afternoon.

Thursday Afternoon Session.

Pres. Mayer called the last session to order promptly at 1:30 Thursday afternoon. Chas. McIntire, a scientific farmer and pres. of the Farmers' Institute of Ohio, spoke on, What the Ohio Grain Dealers' Ass'n Can Do for the Improvement of Ohio Grain.

A. B. Beverstock: I want to know whether it is a fact or a delusion that seed corn grown in the north will do better in the south than southern seed?

Chas. McIntire: I think not. Northern seed will not produce as much as southern seed for the farther north you go the smaller corn is grown.

J. W. McCord: I move that we extend a vote of thanks to Mr. McIntire for his excellent address. Motion carried.

E. H. Culver addressed the Ass'n on Grading of Grain. Mr. Culver confined his remarks mostly to the work of the Uniform Grade Congress. He said: Mr. McIntire has told how to grow grain, but all of the corn in creation is no good unless it is taken care of by the farmer and dealer. I have seen cribs belonging to dealers in Ia. that contained from 16,000 to 38,000 bus. Don't set a bad example to the farmer. Don't build your cribs so large.

I will be glad to see the time when the farmers of this state get to raising Yellow Dent corn, Mediterranean wheat and white and yellow oats exclusively. We have had enuf of the Mealie wheat.

L. H. Goddard: I will say the Mealie wheat was in disgrace before I became connected with the Experiment station. However it was a success in some parts of the state. Right here I wud like to say a word about corn. You grain dealers ought to pay corn prices for corn only and not for corn and water. You must get in the habit of grading your corn the same as they do in Toledo. Then you will force the farmer to take care of his product.

Wes Hardman: Now I want to know what you grain dealers are going to do about what you have heard here? You've come here and heard lots of advice but are you going to practice it. I'll tell you what I am going to do. I am going home and henceforth do business for Hardman only. I'm not going to buy anything but good grain. (Cheers.)

E. W. Seeds: If you pay the farmer corn prices for water you encourage him in carelessness as well as harm yourself. Do you know good corn? I have handled it from growing it to loading it on ocean for export, but I want to say to you I have learned more about it in the last six months with my moisture testing apparatus than I ever knew before. Corn should be tested the same as milk is for butter fat. I believe ultimately every grain dealer will install a moisture testing apparatus and then buy the corn according to its actual grade just as Culver does in Toledo.

The Nominating Comite reported as follows:

Pres. A. B. Beverstock, Lexington; Vice-pres. Col. C. E. Groce, Circleville; Sec.-Treas. J. W. McCord, Columbus.

For Governing Board at Large: P. H. Marsha, Portsmouth; Joe Coppock, Fletcher; Reed Dunlap, Alger.

Upon motion the sec'y was instructed to cast a unanimous vote for the Ass'n in favor of nominees, which was done.

Cries for Beverstock.

A. B. Beverstock: I certainly wish to thank this convention as a whole, and the nominating comite in particular for the honor bestowed upon me. I will do my best to emulate the example of persistent effort made by Pres. Mayer. I don't believe it is enough that 25% of the dealers of Ohio should have to fight the battles of the remaining 75%. I hope to see a great increase in the number of members. I know it is a difficult task to follow a man who has made such a splendid success. But I depend upon you to help me keep this organization up to its present high standing. We cannot hope to make it better. Gentlemen, I accept the office with the understanding that I will have the earnest co-operation of every member of this Ass'n.

Fred Mayer: Altho I am "down and out" I shall not lose interest in the work of the Ass'n. I hope you will call upon me at any time I may be of service to you.

Calls for "Uncle Joe".

J. W. McCord: I can't remember when I took up the reins, and I don't want to know when I shall have to lay them down. I can work single, double or any way for your interests. I will continue to work as heretofore in your interests. This Ass'n is far ahead of what it was 28 years ago and I hope to see the good work continually advance.

The Resolution Comite reported as follows:

Resolutions.

Car Service Pool.

WHEREAS, certain Railroads of the country have established a limited car service pool which allows a very broad use of the cars controlled by such pool, therefore be it

Resolved, that we request all roads carrying grain within or from this state to arrange their car service so that any cars may be loaded at any point and be "at home" and available for service at any point.

Corn Specials.

Resolved, that we tender our thanks to and express our appreciation of the active and valuable assistance of the Ohio agricultural Experiment Station and the Ohio State Univ. in the running of the so-called "Corn and Alfalfa specials" over three prominent railroads during the past year, and to the Cincinnati Northern, the Penn. and B. & O. S.-W. R. Rs. for their hearty co-operation in this valuable work.

That we commend these specials to all other roads of the state traversing grain growing districts believing that they are a most effective method of disseminating such information as will lead to a material improvement in both quality and quantity of grain produced, and we hereby request our officers to arrange for as many of these educational trains during the coming year as may be practicable.

We also request all members to use their efforts to promote annual corn shows wherever opportunity offers, believing that these also serve to educate in the line of better grain production.

Toledo Grain Quotations.

Whereas, Toledo is the market for a large part of our membership and

Whereas, It is absolutely necessary in using this market that we be fully posted on prices of the various grains prevailing there and

Whereas, The Associated Press does not at the present time quote Toledo market, therefore be it

Resolved, that we, the Ohio Grain Dealers Ass'n in convention assembled hereby request the Associated Press to make the necessary arrangements and see that the closing Toledo grain market is quoted in

all the newspapers in Ohio connected with said Associated Press, and a copy of these resolutions sent to the main office of the Associated Press.

Scoop Shoveling.

Resolved, That we condemn the practice of scoop shoveling, and request all members to assist in its suppression.

Reciprocal Demurrage Bill.

Resolved, that it is the sense of the Ohio Grain Dealers Ass'n that our legislative committee be instructed to urge the Ohio legislature at its next session to pass a reciprocal demurrage bill, which shall require the railroads and transportation companies when they have contracted to perform a specific service, or have accepted instructions to perform such a service, to do so within a reasonable time, and upon failure, to pay to the party in interest a reasonable penalty for such failure.

Uniform Grading.

Resolved, that we favor the grading of grains in all the general markets on a definite percentage basis in so far as it is possible to do so, and with as nearly uniform percentages as practicable.

Resolved, that we commend the work of the Uniform Grading Congress at its meeting in Dec. last, and request our delegates to the next meeting of the Grain Dealers National Ass'n to urge that body to take such action as in its judgment will best facilitate the adoption by the different grain exchanges of the country of the rules promulgated by the Congress, with such modifications of the percentages named therein as, later experiments may have shown to be advisable.

Installation of Moisture Testing Apparatus.

Resolved, that we suggest to each member of this association to provide each elevator he operates with the necessary apparatus for making such percentage tests to the end that he may know the exact quality of the grain he ships, and of the grain he buys, and further that he may be able to show his farmer customers definitely the kind of grain they are delivering to him.

Freight Adjustment.

Be it Resolved, by the Ohio Grain Dealers assembled in convention at Cedar Point, that it is the sense of the meeting that the recent advance in freight rates of 2c per 100 lbs. on grain from points in Ohio, Ind. and Mich. is detrimental to the best interests of this section, is discriminative, unjust and unreasonable.

It has been customary in the past to reduce grain rates during the period of lake navigation, and therefore keeping this section on a parity with the west, and that this advance from this territory only takes away the old basis which has been in effect for years, and we

Therefore, respectfully petition that the old basis be reinstated.

Corn Exposition.

Resolved, that we commend to our members favorable action with reference to the National Corn Exposition to be held in Chicago in Oct. Next, that we use every available opportunity to promote the interests of the exhibition, and make the educational features as valuable as possible to the corn producing sections of Ohio.

Appreciation of Officers.

Resolved that we hereby express our thoro appreciation of the energetic, untiring and valuable service of our President, Mr. Mayer, during the past year, and heartily congratulate him and ourselves on the success of the present meeting, the largest and most enthusiastic for years, and which success is we believe due almost wholly to his personal efforts.

Resolved, that we commend the excellent and instatking service of Sec.-Treas. J. W. McCord, and present his name to the body for re-election regardless of what the action of the nominating committee may be, "We couldn't do without him."

E. W. Seeds.

J. E. Doering.

J. W. Long.

E. F. Lienhard.

Earl C. Bear.

The resolutions were adopted as read.
Adjourned sine die.

Convention Notes.

Wasn't it a bouquet Convention tho?

O. Waitzman from Chicago for Rosenlaum Bros.

The Huntley Mfg. Co. was represented by A. S. Garman.

Did W. W. Cummings dance? Well,—If calves cud talk.

The badges were the color of Grain Dealer Journal covers.

A. T. Ward of the Townsend-Ward Co. represented Buffalo.

W. B. Gramlich distributed circulars describing the Kenton Gas Engine.

Cleveland was represented by F. Abel, C. G. Clark, mgr. Union Eltr. Co.

The Richardson Scale Co. was represented by Chas. Beatley of Columbus.

The Avery Scale Co. was represented by W. J. Reynolds of Jackson, Mich.

The pop-corn sold at the Vaudeville was no-grade according to E. H. Culver.

Editor Cunningham of the Ohio Farmer successfully launched a circulation campaign.

J. C. Ward representing the Prairie Mfg. Co., exhibited a small model of the Standard power cleaner.

F. A. Jenkins talked in the interest of a new car loader manufactured by the Cyclone Grain Loader Co.

From Baltimore, Md.: Oscar M. Gibson, H. E. Elgert, of J. A. Manger & Co.; J. B. W. Hax, of G. A. Hax & Co.

C. B. Jenkins' speech elicited a few "Amens." They wud also have been very appropriate at the close of E. F. Lienhard's address.

The railroad representatives were E. L. Northrup, Lackawanna Line, Indianapolis; G. T. Chamberlin, New York Central Lines, Columbus.

E. W. Seeds brot his moisture testing apparatus from Columbus and made several moisture testing experiments for the benefit of the dealers.

After you had seen some of the speakers in bathing suits one was almost convinced they cudn't write the speeches delivered before the convention.

Pittsburgh was represented by Wm. W. Beatty, with R. S. McCague, Fred L. Davis, J. A. Geidel, Harry C. May, Edward May & Sons; H. G. Morgan.

Some of the boys who dined one morning in the ala carte restaurant, ordered a Sirloin without consulting the menu, and then had to dig up, were rudely shocked.

B. D. Heck, sec'y & treas. of the Philip Smith Mfg. Co., gave away handsome tape measures as a reminder that the company is still doing business at Sydney, O.

The new President of the Ass'n is also President of the Cockley Milling Co., of Lexington, Ohio. It operates a small line of elevators and deals in grain, hay and seeds as well as flour and feed.

From Indiana: Matt Schnaible, LaFayette; W. W. McClure, Union City; W. B. Foresman, Crabbs Reynolds, Taylor Co., LaFayette; Philip G. Hunker, with Fred W. Kennedy, Shelbyville.

Toledo was represented by E. H. Culver, Chief Inspector; H. Cuddebach, Chas. Knox, with Reynolds Bros.; Fred Mayer, of J. F. Zahm & Co.; A. Gassaway, Sec'y Ex.; H. D. Raddatz, W. A. Rundell & Co.; Kent D. Keilholtz; Abner Guiteau. W. H. Morehouse & Co.; John C. Keller, C. A. King & Co.; W. W. Cummings, J. I. Coon Gr. Co.; John Wickenhisser; H. W. DeVore, Henry L. Goemann.

Ohio dealers present were: L. F. Anderson, Anderson; K. M. Baker, Kenton; R. R. Bales, Circleville; H. O. Barnt-house, Raymond; C. P. Bauman, Winchester; E. C. Bear, Hicksville; H. Ben-nader, Lodi; A. B. Beverstock, Lexington; I. A. Burkholder, Delphos; F. G. Cain, Cleveland; J. S. Calkins, Jewell; R. G. Calvert, Selma; J. W. Channell, Melvin; Q. Climer, Chillicothe; A. F.

Cline, Mansfield; C. C. Cline, Morral; A. E. Clutter, Lima; Ira S. Comstock, Clyde; J. Coppock, Fletcher; D. G. Coyner, Lyndon; E. T. Custenborder, Sidney; J. M. De Weese, Yorkshire; J. L. Doering, Antwerp; E. M. Dull, Celina; W. A. Dull, Willshire; Reed Dunlap, Alger; Clyde S. Emrick, Cincinnati; J. F. Friedley, Attica; J. M. Garrison, Blanchester; L. H. Goddard, Wooster; W. B. Gramlich, Kenton; H. S. Grimes, Portsmouth; C. E. Groce, Circleville; L. F. Hammon, Stanley; P. H. Harsha, Portsmouth; W. Hardman, Cable; R. Heath, Shelby; H. S. Heffner, Circleville; J. Hermlinger, Ottawa; A. F. Herr, Groveport; C. B. Herr, Troy; C. B. Jenkins, Marion; J. W. Johnson, Napoleon; A. R. Kerr, Bellefontaine; W. T. S. Kile, Kileville; N. S. Kochensperger, Thornville; H. W. Kress, Piqua; G. W. Lamb, Hooker; E. F. Lienhard, Bellevue; J. W. Long, Florida; W. C. Long, Convo; Jas. P. McAlister, Columbus; J. W. McCord, Secy., Columbus; Grant McMorran, St. Paris; C. L. Maddy, Perrysburg; E. C. Marshall, Dixon; T. B. Marshall, Kirkwood; C. M. Meyers, Lockbourne; F. H. Owen, Marion; J. D. Owens, Owen; C. H. Pfafenbach, Elmore; I. E. Pfafenbach, Oak Harbor; T. A. Paine, Springfield; C. O. Peters, Columbus; H. G. Pollock, Middlepoint; E. A. Powers, Genoa; E. F. Reichelderfer, Cridersville; J. A. Resler, Troy; E. W. Seeds, Columbus; Chas. Shuler, McComb; M. A. Silver, West Jefferson; Geo. Slessman, Clyde; S. L. Snyder, Holgate; W. S. Snyder, Kenton; J. D. Spangler, Defiance; J. Stemple, Ada; E. Theirwechter, Oak Harbor; H. O. Toms, Prospect; R. Turner, Avery; J. B. Van Wagener, London; J. Vocke, Napoleon; J. Walcott, Conover; J. C. Ward, Plymouth; L. C. Warden, Lorain; A. W. Watson, Old Fort; R. H. Watson, Old Fort; H. J. Weaver, Galion; G. O. Weimer, Rosewood; K. White, Harrod; S. S. White, Bucyrus; H. W. Wolfley, Prospect; Geo. D. Woodman, Sandusky, rep. Rosenbaum Bros., Chicago.

Organize Western Grain Dealers Mutual Fire Insurance Co.

[Special Telegram to Grain Dealers Journal.]

Des Moines, Ia., July 10.—Twenty-five elevator operators met in this city to-day to organize the Western Grain Dealers Mutual Fire Insurance Ass'n.

J. A. King was chosen chairman and Geo. A. Wells, secy. of the meeting.

The articles of incorporation and by-laws which had been prepared as the result of a previous meeting were read, approved and signed by board of directors and E. A. Miller, F. E. Wheeler and K. K. Liquin.

The following directors were elected: M. McFarlin, E. J. Skewis, S. Mack, M.

Rothschild, one year; D. S. Baird, I. L. Patten, I. E. Jackson, Geo. A. Stibbens, two years; J. A. King, Lee Lockwood and J. A. Tiedeman, three years.

Conference of Export Grain Exchanges.

New Orleans and several of the Atlantic ports were represented at the conference of export grain exchanges held June 25-26 and 27, at Old Point Comfort, Va.

Owing to the delay in the arrival of some of the delegates little was done the first day, but on the following days committees were named and arrangements made toward the organization of an International Ass'n of Export Grain Exchanges.

Soliloquy of a Michigan Bucket Shop Keeper.

How dear to my heart are the bucket shop earnings,
When fond recollection presents them to view;
The clerk, the mechanic, for wealth vainly yearning,
And every one else I was able to do.
No longer they'll come with the bulk of their wages,
And hand them to me, when for margins I call;
No longer they'll find in the newspaper pages
The news that a bucket shop's gone to the wall;
The well-furnished bucket shop, swell looking bucket shop,
The bucket shop ready to go to the wall.
How oft have they stood by the ticker and waited
To learn what their profits were going to be!
How oft to their sorrow they've found they were fated
To leave all their profits forever with me.
Their coin! How I seized it with hands that were glowing.
And safe in my pockets it speedily fell;

Alas! now my business they've been overthrowing,
The bucket shop business that did 'em up well.
The lucrative business, the get-rich-quick business,
The bucket shop business that did 'em up well.
Alone in my sorrow, I scarce can believe it.
I'll profit no more as a bear or a bull;
My business is gone, and I ne'er can retrieve it.
I find they have broken my wonderful pull.
No longer I'll rake in their money and spend it.
No longer be out when my customers call;
Both houses have passed on a bill that will end it.
Forever the bucket shop's gone to the wall.
The old soakem bucket shop, cash-getting bucket shop,
The bucket shop now that has gone to the wall.
E. A. G. in the Detroit Free Press.

Receipts of Wheat and Corn at Primary Markets.

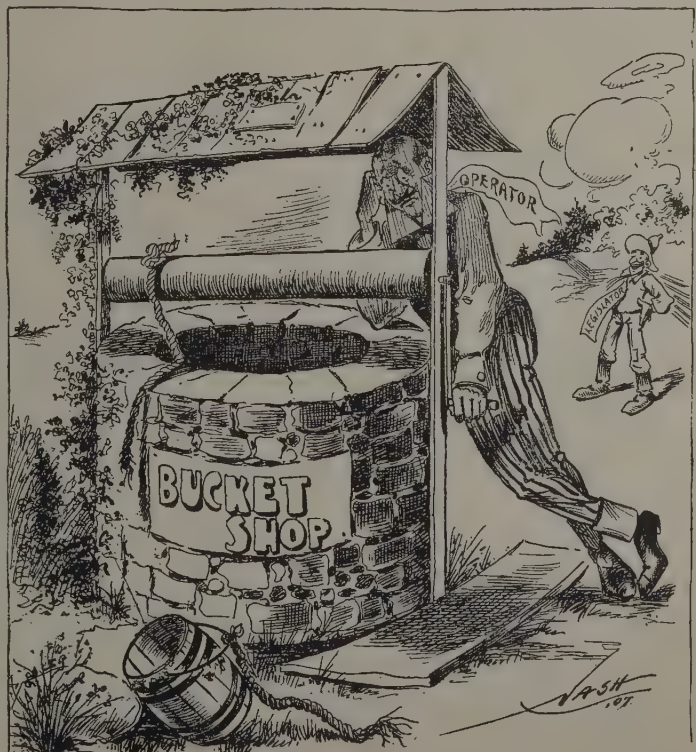
Receipts of winter and spring wheat at the leading primary markets during the crop year ending June 30, have been 237,167,100 bus.; compared with 225,768,300 bus. for the crop year of 1905-06.

Corn receipts for the crop year just ended have been 204,460,100 bus.; against 184,443,100 bus. for the preceding crop year.

For the present crop year receipts from July 1 to July 9 have been 4,632,500 bus. of wheat and 5,027,600 bus. of corn; against 3,244,400 bus. of wheat and 5,033,800 bus. of corn for the corresponding nine days of 1906.

Spain's imports of wheat will be extremely small if weather continues favorable, last year's crop having been almost a record.

Free wheat resolutions were adopted May 11 by the So. Dak. & So. West. Minn. Millers Ass'n at their annual meeting at Watertown, S. D. Their argument is that So. Dakota has developed and South Minnesota has developed into a stock and dairy district creating a demand for the by-products of wheat milling. If Canadian wheat came in free of duty the millers could export the flour and sell the feed at home. Canadian wheat now may be ground in bond, practically free of duty, but both the flour and the feed must be exported.



Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Hayes-Shofner Feed Co. is erecting a large warehouse for hay and grain. Its ground space will cover 13,200 ft., and it will cost \$6,500.

CANADA.

Pipestone, Man.—The Northern Eltr. Co.'s eltr. was burned recently.

Claresholm, Alta.—The Canadian Society of Equity will erect an eltr.

Kennedy, Sask.—The Saskatchewan Eltr. Co. will erect an eltr. here.

Strathclair, Man.—The Farmers are making arrangements for the erection of a grain eltr.—R.

North Battleford, Sask.—The Union Supply Co., of Rosthern, Sask., is making arrangements for the election of a flour mill and eltr.—R.

Grand Coulee, Man.—Jos. Glenn's 35,000-bu. eltr. was burned recently. It contained about 20,000-bus. of wheat. It was insured for \$22,100.

Edmonton, Alta.—The Canadian Society of Equity is arranging for the erection of an immense eltr. here. John Moran, of Fort Saskatchewan, is pres.—R.

Hartney, Man.—The Hartney Farmers eltr. was not sold at the recent auction held for that purpose, the highest bid being \$5,000. It is understood it will be disposed of by a private sale.—R.

Strathclair, Man.—The Dominion Eltr. at this place burst June 28 and hundreds of bushels of oats are lying on the ground and in the water. The warehouse commissioner issued a special order to supply cars to save the grain.

Edmonton, Alta.—The Canadian Society of Equity is having plans prepared for grain eltrs., at the following towns in Alberta: Parkland, Carstairs, Claresholm, Cayley and Stavely. Address John Moran, Fort Saskatchewan, Alta.—R.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,875.

The Illinois Railroad & Warehouse Commission is to consider switching charges July 11 at its offices in this city.

H. J. Rogers, formerly with the Rogers Grain Co., has taken charge of the cash grain department for Lamson Bros. & Co.

Lynch & McKee Co., incorporated, capital stock \$25,000; incorporators, Andrew M. Lynch, John E. McKee and George Flood.

Corn receipts are about the same for June as last year. Wheat receipts heavier, oats lighter.—S. P. Arnot, Updike Com. Co.

Livingston T. Dickason of the National Eltr. & Dock Co., has purchased the eltr. and dock property of that company at 23d street.

Lee S. Harrison, general superintendent of the Corn Products Manufacturing Co., died June 27, of pneumonia. He leaves a widow and three sons.

The application by the Santa Fe road to have its new eltr. made regular for a

year from July 1, has been approved by the directors of the Board of Trade.

Long distance telephones will be in great demand if the telegraph operators go on strike. Several commission firms made arrangements for long distance phones.

The bringing of suits against the railroads to keep their eltrs. public and other acts of the special eltr. committee were recently approved by the directors of the Board of Trade.

The Philip Grain & Coal Co., incorporated, capital stock \$30,000; incorporators, Peter Philip, William T. Irwin and Harry D. Irwin. The company will deal in grain and coal at Rogers Park.

Nicolai von Bellekopf, a wealthy Russian, a grain dealer residing at St. Petersburg, was falsely accused by a Chicago Russian of being an escaped embezzler, and had the informer fined \$100 on the charge of extortion by threats.

Dan Hunt, the broker who celebrated his 75th birthday in February, celebrated the Fourth of July, by spending the day with his mother, Mrs. Mary A. Hunt at Beloit, Wis., and watching the fireworks. Over 30 years ago Dan promised to visit his mother twice a year, on her birthday and Independence day. Mrs. Hunt is 106 years of age.

E. W. Bailey now is a happy man. After 14 years' constant struggle he has succeeded in paying up \$66,300 of debts growing out of his failure in 1893. Mr. Bailey expresses his appreciation of the consideration shown by his creditors in never dunning him for the amounts due, which he considered debts of honor.

Cassidy & Gray have opened an office in the Postal Telegraph building, where Mr. Gray will conduct a cash and future business. The headquarters of the firm is at Quincy. The company is prepared to do an extensive business as it has representatives in 25 different cities in Illinois, and two in Iowa, that are connected by private telegraph and telephone wires.

It is said the Albert Dickinson Co. will apply to have its eltr. property on the south branch of the river made regular. It is not long since this company sold a few of its several memberships in the Board of Trade because dissatisfied with the call rule. The company has recently taken out a state license as public warehouseman and is in position to become regular at any time, after arranging a few details.

Talk about bulling the market. A fireworks sharper walked into the Board of Trade building July 3 with an arm load of "electric" fireworks which he had been selling for 5 cents a box on the street. He lit one of them and forthwith the sparks flew. "Buy 'em now boys, they're only 50c a box, while they last." The way the Board of Trade men struggled to get a box before he ran out, reminded one of strenuous action in the pit. In ten minutes the dispenser of patriotism was ahead that many dollars. Then, bucket-shop like, he disappeared.

Applications for admission to membership in the Board of Trade have been

made by James F. Hammer, William C. Jackson, Louis A. Howard and Edward M. Flesh. Application for transfer of membership has been made by the estate of N. Gerson, James C. O'Connor, John N. Wisner, Emery S. Rockwell, the estate of W. D. Hillabrandt, Frank Gilbert Jackson and Earl Williams. Members of the Board of Trade recently admitted are, Harold Moor Ives, Caleb H. Canby, Albert Q. Neil, Edward H. Bingham, Andrew M. Lynch, Charles Bernard Burt, Herbert A. Goddard.

The delivery of nearly 7,000,000 bus. of wheat on contract July 1 demonstrated that the trade in futures is well supplied with warehouse certificates, for the present at least. These receipts will be available as currency in the pit until Dec. 31. The coining of new receipts by unloading grain into store for the warehouse certificates to be issued against the grain is another matter, since only one eltr. now is regular under the rules of the Chicago Board of Trade. This house is the Santa Fe Eltr., having 1,000,000 bus. capacity, and one-half filled, so that its power to issue receipts is extremely limited in view of the enormous speculative trade, the capacity of this house being sold over and over again in a single day. In the event that the holders of the buying contracts should demand delivery a panic among the shorts would ensue, and trade in the pits would come to standstill. This is the situation that the Board of Trade seeks to avoid by its appeal to the Supreme Court for an order compelling the railroads to continue to operate public warehouses.

"Most of the men who are members of the Chicago Board of Trade are young, some of them very young," commented the *Chicago Record-Herald* in a recent article on the Board. There are some members, however, who have had well nigh a half century of experience and are "still in the ring" (pit). "I have seen hundreds of fortunes lost and won, and men driven to suicide, since I joined the Board," said John F. Wright while in a reminiscent mood the other day. "I became a member when the Board was located on South Water st. I went into business with Carl C. Moeller, the barley expert. Then I became associated with Ellmendorf, Watte & Co. Was with them for 14 years. I then organized the firm of Haughey & Wright, which lasted until the death of my partner. Then I went into partnership with Mr. Taylor, who killed himself three years ago after speculating unbeknownst to me. This firm was succeeded by Wright, Bogert & Co., and afterwards I decided to go into business for myself. I think the morale of the Board has improved every year. There is no institution of its kind in the world that will compare with it for a high standard of business talent."

Bartlett, Frazier & Carrington petitioned Judge Honore to dissolve the injunction granted by Judge Windes requiring the public warehouses to be kept open, and the court granted a hearing July 2, 3 and 5. On July 3 Atty. Merrick for Bartlett, Frazier & Carrington argued that the bill should be dismissed on the face of it, as the conditions did not warrant the issuance of the temporary injunction without notice to them. The court then called upon complainant, the People; and Henry S. Robbins, attorney for the Chicago Board of Trade, for State's Atty. Healy, declared most vehemently that the present status must be maintained or the grain trade of Chicago and Illinois would suffer irreparable in-

jury. Atty. Munroe for the Armour Eltr. Co. stated that his clients desired to cease the business of public warehousemen, that the court by continuing the injunction would impose a great responsibility upon them, being under bond and operating 12 eltrs. Judge Honore sought to compromise the form of injunction to keep the eltrs open on a plan that would be satisfactory to all parties, but Atty. Robbins reiterated that the railroad eltrs. should be required to continue as public warehouses, that since the grain of different owners was necessarily mixed the houses could be operated only as public eltrs., under the Illinois statute. The court confessed his unfamiliarity with the statutes and admitted his "inability to discover the nigger in the woodpile." The railroad attorneys asserted that the Board of Trade wanted warehouse receipts to gamble with. Atty. Munroe for the Armour Eltr. Co., asked whether the Board would permit the mixing of grain pending a settlement of the controversy, but Atty. Robbins stated he had no authority to make such a bargain. The railroad attorneys were asked by the court to state the character of the receipt to be issued after they discontinued operating their houses as public warehouses; and it was described as a delivery receipt, entitling the owner to call for his grain in a reasonable time, the receipt to be issued in lieu of the bill of lading when taken up, the country shipper having the option of storing his grain with other grain of the same grade or separately, as at present. At the close of the argument July 5, Judge Honore granted the petition of Bartlett, Frazier & Carrington, stating that he would dismiss all of the bills of injunction, but would not enter the order until the Board of Trade could apply to a judge of the Supreme Court for a continuance of the injunction.

COLORADO.

Greeley, Colo.—The Colorado Milling & Eltr. Co. is erecting eltrs. at Peckham and Kersey.

IDAHO.

Cottonwood, Ida. — The Kettenback Grain Co. of Lewiston, Idaho, and J. P. Vollmer are erecting warehouses.

ILLINOIS.

Alvin, Ill.—W. W. Cravens' new eltr. is being rapidly completed.

Harris, Ill.—Hollowell Bros. have succeeded Davenport & Felger.

Manhattan, Ill.—Hargreaves & Godel have succeeded G. F. Hargreaves.

Emden, Ill.—J. R. Ashton has installed an automatic grain scale in his eltr.

Mount Prospect, Ill.—Louis Willie has received lumber for the erection of an eltr.

Hutsonville, Ill.—C. A. Trueblood has entered the employ of Hurst Bros & McNutt.

Murrayville, Ill.—The Central Illinois Grain Co. of Ashland, has succeeded E. S. Greenleaf.

Bradford, Ill.—Cooly & Walcot have bot the eltr. of Harwood & Code, and took possession July 1.

Crossville, Ill.—George P. Bowman and Sam Woodrow, of Grayville, are looking for a site to erect an eltr. here.

Heman Sta., Warrensburg P. O., Ill.—Victor Dewein has succeeded C. H. Faith at this station as well as at Warrensburg.

Magnolia, Ill.—Surface & Ensign, of

Hudson have bot our eltr. Mr. Surface will manage the business.—A. H. Schumacher & Co.

Edinburg, Ill.—The Edinburg Farmers Grain Co. has received the new motor for its eltr. The machinery hereafter will be run by electricity from the lighting plant.

Laura, Ill.—We have succeeded the firm of Charles C. Davis & Co., effective July 1, with C. C. Davis, pres.; E. W. Davis, secy., and F. M. Davis, treas.—C. C. Davis, the Davis Grain Co.

Virginia, Ill.—C. W. Savage & Son have succeeded C. W. Savage, at this place, Burlingame; Gurney, Ashland P. O.; Palmerton, Chandlerville P. O.; Anderson; Little Indian and Litterberry.

Beaverville, Ill.—The H. Lambert Co., incorporated, capital stock \$25,000; incorporators, Hiram Lambert, Joseph O. O. Lambert and P. T. Lambert, to deal in grain, coal and lumber.

Waukegan, Ill.—The Corn Products Co. has let the contract to James Stewart & Co., for a 500,000-bu. grain storage plant. It will be composed of ten large concrete tanks and the interstices.

Peoria, Ill.—Chas. W. McJunkin, agt. at Spring Bay station for the Smith-Hippen Co., who fled after leaving a written confession of the embezzlement of \$5,000, has been apprehended at Winona, Minn.

Hallsville, Ill.—We have bought the eltr. of the Williams Grain Co., and will do a general grain and coal business there. Our main office will be at Bloomington.—H. L. Stretch & Co., Bloomington.

Madison, Ill.—The 50,000 bu. eltr. at this point recently completed for the Miller Gr. Co. of St. Louis, by the Burrell Engineering & Construction Co., and known as the "Western" Elevator, has begun operation.

Bluffs, Ill.—W. H. Graham's eltr., which was burned June 7, is to be rebuilt by the Toledo Eltr. Co. The purchase of the ground includes the lease of the McCaleb warehouse, so they will arrange to take care of the grain here this season.

Peoria, Ill.—The Corno Milling Co. of East St. Louis, has bought the Independent Cereal Milling Co.'s plant, for \$35,000; and \$50,000 will be spent for the erection of an eltr. and an addition to the present plant. Mr. Kipp will be retained as mgr.

East St. Louis, Ill.—Several suits have been filed in the federal court by the St. Louis Hay & Grain Co., against the Illinois Central, Mobile & Ohio, Southern and Louisville & Nashville railroads, to enforce the judgment of the Interstate Commerce Commission, reducing the re-consignment charge from 2 to 1c per 100 lbs.

Metamora, Ill.—H. J. Wykle and J. Schrepfer of Peoria, have bot the eltr., coal and lumber business of Snyder Bros. The price paid was \$12,000. Possession taken July 1. Under the terms of the sale Mr. H. J. Wykle becomes the owner of the eltr. & coal business, and J. Schrepfer of the lumber and building material business.

Crossville, Ill.—J. A. Rudolph, who bought grain here for Wm. C. Smith of Carmi, has run away, leaving many creditors to mourn his departure. A week before leaving he sold his store for \$6,000 in cash and \$4,500 in notes. Besides his unsettled account with Mr. Smith, he is indebted to wholesale houses. He is said to have speculated in options.

Vera, Ill.—J. M. Westerlin has purchased a Hoosier block cement machine with which he proposes to make cement blocks preparatory to building a grain warehouse. The machine may be operated by hand and in the course of a day several dozen blocks can be made. As far as known, Mr. Westerlin is about the first grain dealer to undertake to build his own warehouse out of cement. The machine was sold by the Noth-Sharp-Sailor Co.

Suits against the railroads for failure to furnish cars must not be brought under sections 84 and 85, page 1581, of Hurd's Rev. Sta. 1905, providing for treble penalty, since the penalty provided has recently been declared void by the Supreme Court of Illinois in the suit by Sauer & Son against the Santa Fe, as reported elsewhere in this number of the Journal. However, shippers still can bring suit for actual damages under the common law.

El Paso, Ill.—The board of directors of the El Paso Eltr. Co. have passed a resolution that every stockholder shall sell his grain at the company's eltrs. at El Paso or Enright unless the company refuses to purchase it at a fair price, unless his grain is raised at a point a mile or more nearer another market. The penalty is a half cent a bushel for violating the measure.—Pontiac, Ill., *Sentinel*.

Belvidere, Ill.—The Chicago & N. W. R. R. Co. will build a 50,000 bu. eltr. in the North Yards this summer, to facilitate the handling of supplies for the sheep yards. The eltr. will be equipped with 32-h. p. Fairbanks-Morse Gasoline Engine, 4 Hall Distributor, 2 chain feeders and 2 stands of eltr. legs. The building will be cribbed, covered with galvanized iron. The Burrell Engineering & Construction Co. will do the work.

Pittsfield, Ill.—James Williamson, who operates an eltr. and feed mill, was severely injured at the eltr. June 26. He was working around a revolving horizontal shaft and his clothes were caught by a set screw. He was whirled around, his body striking the timbers of the building, until his clothing was stripped from him, when he was thrown to the floor. One arm was broken in several places, internal injuries were sustained and the entire body was bruised. It is thought that he will recover.

New members who have recently joined the Illinois Grain Dealers Ass'n are: Beach-Wickham Grain Co., Chicago; Churchill Grain & Seed Co., Buffalo, N. Y.; Cooley & Wolcott, Bradford, Ill.; Victor Dewein, Warrensburg, Ill.; Evans Milling Co., Indianapolis, Ind.; Gardner & Paddleford, Chicago; Gillham & Groves, Loraine, Ill.; Hargreaves & Llew. Gardner and South Wilmington, Ill.; Hargreaves & Goodell, Manhattan, Ill.; F. W. Obermiller, Lake Fork, Ill.; John Pier, Nokomis, Ill.; Strong & Ely, Mazon, Ill.; S. S. Tanner, Minier, Ill.; T. E. Wells & Co., Chicago, and Wm. Wykle, Mahomet, Ill.

INDIANA.

Talbot, Ind.—I am having my eltr. painted and repaired.—F. A. Vant.

New Palestine, Ind.—J. W. Waltz & Co. have succeeded Fralick & Waltz.

Shelbyville, Ind.—G. W. Kennedy & Son are installing a new scale dump.

Bryant, Ind.—The Holmes Bros. have purchased a 1,000 bu. Avery Automatic Scale.

Amboy, Ind.—The Lavengood Grain

Co. will install a 1,500-bu. Avery Automatic Scale in its new eltr.

Milroy, Ind.—I have bought my brother's interest in the business and the firm name is changed from Bosley Bros., to Wm. M. Bosley.—W. M. Bosley.

Frankfort, Ind.—Frank Kelley, an old track buyer, has bought the eltr. of J. T. Sims & Son, through John A. Rice. This is one of the best houses in Indiana.

Princeton, Ind.—The Melrose Milling Co., of Evansville, has ordered a large Standard Hess Drier, to be erected at its plant. The erection of the housing has started.

Vincennes, Ind.—The protest of J. & E. Emission against the reduction in the rate on wheat of 2c per 100 lbs. was effective, the E. & T. H. R. R. Co. having withdrawn the petition for the low rate from Vincennes to Terre Haute.

Indianapolis, Ind.—The state railroad commission recently denied the petition of the Pennsylvania railroad for exemption from the new law, by ordering it to make the connection with the C. C. & L. at Richmond for the interchange of freight traffic.

INDIAN TERRITORY.

Tuttle, I. T.—G. M. Mell is installing a B. S. Constant Sheller bought of the Capital Construction Co.

Tuttle, I. T.—The Wheatland Lumber & Grain Co. is installing a U. S. Sheller and Feeder bought of the Capital Construction Co.

Bluejacket, I. T.—On account of the failure of the M., K. & T. R. R. to furnish cars, 160,000 bus. of corn has been rotting in cribs here for 6 months.

IOWA.

Wellsburg, Ia.—John Tjaden will erect an eltr. here.

Schaller, Ia.—The Western Eltr. Co. will erect an eltr. here.

Knierim, Ia.—F. A. Clark has been elected manager of the Farmers Eltr.

Bode, Ia.—Gilchrist Eltr. Co. has bot the eltr. of the Chris Johnson Grain Co.

Sunbury, Ia.—F. A. Nelson has purchased a Constant Sheller from the Noth-Sharp-Sailor Co.

Bernard, Ia.—J. J. Houlihan has bought the interest of Mr. Fagan, in the implement and grain business.

Hancock, Ia.—I have bought the eltr. of Sweeney & Co., and took possession July 1.—G. H. Bunton, Atlantic.

Thor, Ia.—Albert Arenson, formerly agent for the Western Eltr. Co. at Knierim, has removed to this place.

Knierim, Ia.—We are successors of the Western Eltr. Co.—F. A. Clark, mgr. Knierim Farmers Grain & Coal Co.

Burlington, Ia.—The large eltr. of the C., B. & Q. R. R., which has lain idle several years, is to be reopened for the new crop.

Morrison, Ia.—J. M. Beckwith, died some time ago, and the eltr. formerly operated by him is owned by Stockdale & Reimers.

Arthur, Ia.—Ira Conger, of Cherokee, has bought the eltr. of the Northern Grain Co. and will retain Robert Stewardson as mgr.

Rembrandt, Ia.—The Rembrandt Eltr. Co. has let the contract to J. C. Spangler,

of Gowrie, for the erection of its eltr., for about \$4,000.

Haverhill, Ia.—Albert Imholt, age 59 years, a pioneer grain dealer, died at his home recently of dropsy. He was a member of the firm of Mousel & Imholt.

New Liberty, Ia.—We are overhauling our eltr. at this place, and building new eltrs. at Bennett and Dixon.—B. Regenwetter, Jr. Mgr. John Dammann & Co.

Mapleton, Ia.—Peter Lamp has again come into possession of the mill and eltr. He will try to get some one to run it for him, otherwise he will operate it as a feed mill.

Greene, Ia.—We sold our eltr. to the Farmers Co-operative Ass'n for \$6,000, possession to be given July 20. No room here for 3 eltrs.—J. K. Spike, agt. W. A. Bryant & Sons Co.

Cedar Rapids, Ia.—H. D. St. John, founder of the Anchor Mill Co., and pres. of the Mill Owners Mutual Insurance Co., died June 26, after a long illness. He was 66 years of age.

Mitchell, Ia.—Chris Nyman has closed his eltr., and sheds, as he was married a short time ago to a school teacher, and has gone on a wedding trip to Norway. He will be back for the fall harvest.

Ocheydan, Ia.—E. A. Brown has improved his plant by building an addition to it, making a capacity of 35,000-bu. The Farmers Eltr. Co. are erecting a 16x24 addition on their eltrs.—Agt. E. A. Brown.

Wightman, Ia.—Martin M. Wright of the Farmers Eltr. Co., has made complaint to the state railroad commission, against the Great Western road for failure to furnish cars for grain shipments within a reasonable time.

The new Iowa feeding stuffs law celebrated the day by going into effect July 4. Each package is required to be tagged with analysis, name of manufacturer, brand and weight, the tags to be sold by the State Dairy and Food Commission, Des Moines.

Pomeroy, Ia.—The Pomeroy Co-Operative Gr. Co. has let a contract to the Burrell Engineering & Construction Co. to build a 20,000-bu. oats storage room addition to eltr. It will be a studded building with screw conveyors at top and bottom.

Fort Dodge, Ia.—A jury in the district court gave judgment for defendant recently in the suit by Ware & Leland of Chicago, to recover \$5,000 advanced as margins to John H. Pearsons and lost in grain speculation. Pearsons alleged that he never intended to receive or deliver the grain, and that his transactions were gambling.

Des Moines, Ia.—The state railroad commission has ordered that on Aug. 1 the joint freight rates providing for 80 per cent. of the two locals shall go into effect. Where the shipment is in carload lots the railroad must absorb the transfer charge. C. M. & St. P. and the Great Western roads have agreed to give the new schedule 6 months' trial.

Spencer, Ia.—The Co-operative Farmers Eltr. Co. recently incorporated, has bought eltr. D, formerly owned by the Hunting Eltr. Co., for \$3,250, and took possession July 1. In addition to handling grain they will also handle coal. A. Anderson will be retained by the new firm as mgr.

Wesley, Ia.—The Hunting Eltr. Co's. eltr. which was burned, will be rebuilt at once. L. O. Hickok has the contract.

The eltr. of the Farmers Co-operative Co. recently bought of the Reliance Eltr. Co., and burned June 14, will be rebuilt at once, by the Younglove Construction Co.

Wallingford, Ia.—The Farmers Co-operative Eltr. Co. will engage in the grain business. They are trying to buy the eltr. of the Stockdale & Dietz Co., but will erect one if they cannot buy. Officers of the company are James Refsell, pres.; J. P. Kennedy, vice pres.; P. C. Miller, sec., and O. O. Refsell, treas.

KANSAS.

Wamego, Kan.—I am having my eltr. painted.—Frank Short.

Hiawatha, Kan.—The Hiawatha Milling Co. has leased the eltr. of P. M. Kelley.

Galva, Kan.—I have bot the eltr. of the Farmers Co-operative Ass'n, at Little River.—J. W. Melvin.

Spivey, Kan.—I have succeeded B. C. Morrison as agt.—Wm. R. Darnall, agt. the Red Star Mill & Eltr. Co.

Luray, Kan.—The Western Star Mill Co. has bought the 15,000-bu. eltr. of the Farmers Co-operative Co. The eltr. is being repaired.

Yoder, Kan.—John Meritt, of Haven, Kan., has leased land of the Mo. P. R. R. for the erection of an eltr.—W. H. Stewart, agt. Pacific Eltr. Co.

Bavaria, Kan.—The Midland Eltr. Co's. eltr., which was burned May 20, will be rebuilt at once. The building will be much larger than the one burned.

Saxman, Kan.—The Farmers Co-operative Grain & Live Stock Co. has torn down its old eltr. and will erect a new one in its place.—J. Bacon, agt. C. N. Wooddell, Wherry, Kan.

Topeka, Kan.—The state railroad commissioners have been informed that the Missouri Pacific is distributing 2,000 cars through the wheat belt to avoid a car famine this year.

Holton, Kan.—The Midland Grain & Stock Co. bucket-shop has stopped taking bets, in compliance with an order of court obtained by the county attorney. Its branch office has been closed.

Kansas City, Kan.—Joe A. Stahl Hay Co. has succeeded Woolsey-Stahl Hay Co. J. T. Woolsey being compelled to go to Texas on account of the ill health of his family.—Joe A. Stahl Hay Co.

Waldron, Kan.—Verne Jones was ordered to close the eltr. of S. R. Overton, at this place and go to Clommel where he is to take charge of the Orient Eltr. Dean Knapp will take charge of the eltr. here.

Topeka, Kan.—The state grain grading commission will meet here July 25 to establish grades for the ensuing year, and will consider the adoption of the uniform grades prepared at the Uniform Grades Congress.

McPherson, Kan.—The Farmers Eltr. Co. has bought the eltr. of T. C. Dick on the U. P., and is having it put in order to handle the new crop. The Farmers Co-operative Co. has leased the eltr. of the Midland Eltr. Co.

Coffeyville, Kan.—The report emanating from this place and published in the Journal June 25, that the H. L. Strong Grain Co. had gone into the hands of a receiver, is denied by the company in a circular to the trade. Mr. Strong writes that no receivership is likely to occur.

Topeka, Kan.—The Christie Grain Co. and the Farmers Exchange Grain Co.

were granted charters at a special session of the state charter board July 1. Atty. Gen. Jackson informed the board that the charters should be granted if drawn to conform to the statutes, and then if the concerns were found to be doing an illegal business they will be liable to prosecution and ouster. The commissioners believed that a bucket-shop business was contemplated.

The new Kansas law on feeding stuffs going into effect July 1, requires millers to send a sample of each brand to the experiment station at Manhattan, Kan., for analysis, accompanied by a \$10 fee. A new registration must be made each year. Each package of feed sold must bear a tag giving the name of manufacturer, the registered brand, net weight and guaranteed analysis. On feed shipped into the state an additional tax of 25 cents per ton is collected for tags supplied by the experiment station. The fine for violation of the law is \$50 to \$200.

ECHOES OF THE KANSAS CITY MEETING.

Missouri was represented by J. N. McNeese, Hughesville; P. C. Pate, Joplin; H. Reed, Drexel.

Texas was represented by H. Rosenstein, Whaley Mfg. & Eltr. Co., Gainesville.

Kansas dealers in attendance were: A. Aitken, St. John; J. E. Andrews, Carden; Perry N. Allin, Coffeyville; E. N. Bailey, Baileyville; W. L. Brandon, Clyde; J. C. Bradley, Rossville; F. B. Bonebrake, Osage City; A. A. Bradley, Harlan; Thos. Burbery, Seneca; A. H. Bennett, Wichita; H. F. Bell, Waverly; L. Cortelyou, Corning; W. W. Cardwell, Perry; J. G. Callingwood, Pretty Prairie; Geo. Craven, Summerfield; A. J. Clymans, Severance; Henry Craven, Summerfield; Oliver Denton, Leavenworth; F. W. Dickinson, Humboldt; W. H. Fluke, Gardner; V. Ferris, Solomon Valley Mfg. Co., Concordia; C. Hitz, Girard; M. G. Heald, Centralia; S. E. Hunt, Star Lumber & Gr. Co., Wellsville; J. D. Harpster and son, C. A. Harpster, Willis; C. A. Kalbfleisch, Harlan; P. M. Kelley, Hiawatha; J. H. Kinear, Powhattan; O. L. Kuhlman, Strawn; J. A. Lyons, Langdon; John McManis, Goss Gr. Co., Goss; M. L. Marshall, Simpson; M. H. Nelson, Gueda Springs; J. W. O'Connor, Hartford; W. F. Peacock, Blue Rapids; I. A. Pribble, Salina; H. F. Probst, H. A. Probst, Arkansas City; W. M. Reckeway, Wetmore; J. H. Rust, Altamont; J. W. Radford, Kansas State Grain Inspector; E. J. Smiley, Sec'y Gr. Dirs. Ass'n, Topeka; W. W. Smith, Hollywood; A. R. Stockton, McElhinny & Co., Ashton; C. E. Sheldon, Everest; Wm. Schrenkler, Walker; Frank Thoman, Summerfield; C. B. Tripp, Centralia; S. J. Thompson, Holton; C. L. Wagner, Mt. Hope; H. Work, Ellsworth; R. T. Williams, Hiattville; L. J. Woodhouse, Lancaster.

KENTUCKY.

Owensboro, Ky.—The Ohio Valley Millers Ass'n held its annual meeting here recently and elected D. E. Cadick of Grand View Ind., pres.; and Geo. H. Co., of this place, secy.

LOUISIANA.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to July 1 amounted to 4,257,583 bus. of wheat, 7,235,188 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 1,429,655 bus. of wheat, 18,172,655 bus. of

corn, 3,729,054 bus. of oats and 1,081,075 bus. of barley for the corresponding months of 1905-06, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—C. S. Schermerhorn & Son, on June 20 suffered a loss of \$3,000 by fire and water.

Baltimore, Md.—C. A. Bluin, superintendent of the Baltimore and Ohio R. R. eltrs. for thirty years, has resigned his position.

Baltimore, Md.—Grades of No. 1, 2, 3 and rejected macaroni wheat were recently established by the Chamber of Commerce, to correspond with the regular grades of other wheat.

MICHIGAN.

Kingston, Mich.—The Kingston Grain Co., incorporated, capital stock \$12,000.

Belmont, Mich.—Wallace Obets will erect an eltr. and feed mill, and has bot a site.

Montrose, Mich.—Lightning struck the cupola of our eltr. on June 23, but no damage was done.—The Montrose Eltr. Co.

Mecosta, Mich.—The M. Carman Co. has bought the interest of G. S. Wilson in the grain eltr., and has completed a cement office building.

Pottersville, Mich.—The Stockbridge Eltr. Co. is planning to move its engine from the eltr. and set it out from the side of the main building and erect a house for it.

Ionia, Mich.—J. D. McLaren & Co., of Plymouth, have taken possession of the ruins of W. C. Page & Co's. eltr. and are putting it in shape for use. The company has just finished an eltr. at Clare, this one making their eleventh eltr. in southern Michigan.

Lansing, Mich.—Both houses of the Michigan legislature have passed the senate substitutes for senate bill No. 507, providing for the appointment of a railroad commission to regulate railroads, prevent unreasonable rates and discriminations, and insure adequate railroad service.

Schoolcraft, Mich.—W. J. Thomas is having his eltr. remodeled by the Burrell Engineering & Construction Co. Practically all machinery being installed is new. It consists of a Monitor Cleaner, Monarch Attrition Mill, rope drive, pulleys and shafting, and a new elevator leg with equipment. Machinery is furnished by Skillin & Richards Mfg. Co.

Lansing, Mich.—Christian Breisch & Co. have bought from the Pere Marquette the two eltrs., the firm has operated for 11 years on a 20-year lease. Their combined capacity is 20,000-bus. The company will commence to repair the buildings at once and put in up-to-date machinery to facilitate the picking of beans and handling of grain. A spark from a locomotive engine recently set fire to the roof of one of the eltrs. and damaged the shingles about \$5.

MINNEAPOLIS.

This company ceased business July 1.—Peavey Eltr. Co.

Frank Seidl, mgr. of the Seidl-Dalton Co., was married July 10, to Miss Lisette Elizabeth Reuter, of Milwaukee.

The Minnesota Grain Co. has brought

suit against the Western Union Telegraph Co., to recover \$177 for failure to transmit a message promptly. The company gave the following message for Wm. Porter, Crystal, N. D.: "Sold 2,000 flax, 1.12 3/4, 2,000 at 1.12 1/2. Think can get back cheaper. Wire us instantly." The message was not delivered, and on learning of the transaction two days later, Mr. Porter repudiated it and the company bought in the flax 5 cents higher.

The Washburn-Crosby Eltr., built by Haglin-Stahr Co., about completed. It is designed to handle all wheat that the company takes in. It is of reinforced concrete covering an area of 79x126 ft. and 219 1/2 ft. high, the highest concrete eltr. in the world. It has three stands of receiving eltrs. with 10,000 bus. capacity per hour. Each eltr. will lift 212 ft. It has nine receiving pits of 2,000 bus. capacity each. Over the top of the mills is a bridge 460 ft. long with forty-inch belt conveyor to carry wheat from eltr. to five mills of the company. The house has a capacity of 600,000 bus.

MINNESOTA.

Airlie, Minn.—The Cargill Co. will erect an eltr.

Lakeville, Minn.—The Claro Milling Co. will erect an eltr. here.

Easton, Minn.—B. M. Armstrong has bought the eltr. of J. S. Cusick.

Elgin, Minn.—Richardson Bros. & Son will go into the grain and coal business.

Hendricks, Minn.—Fred Dorn has bought the eltr. of the Hubbard & Palmer Co.

Elkton, Minn.—The Farmers Eltr. Co. has received plans of J. R. Taylor for an eltr.

Henderson, Minn.—The Plymouth Eltr. Co., of Sioux Falls, S. D., has bought the Peavy Eltr.

Edgerton, Minn.—McGlinn Bros. have torn down their old eltr. and are erecting a new one—C. S. Howard.

Sauk Rapids, Minn.—F. Niels & Son are operating the eltr. of the Benton County Farmers Eltr.—Val Brand.

Ormsby, Minn.—The Farmers Eltr. Co. has bot the eltr. of the Great Western Eltr. Co.—Agt. Greig & Zeeman, Echols.

Sherburn, Minn.—McCarren & Buzzard will tear down W. W. Cargill & Co's old eltr. and will erect a well equipped house.

Echo, Minn.—The Farmers Warehouse Ass'n has bought the eltr. of the Pacific Eltr. Co.—O. C. Walter, agt. Security Eltr. Co.

Thief River Falls, Minn.—The Red Lake Falls Milling Co. has bought the eltr. on the G. N. R. R., and will move it to a new site.

Caledonia, Minn.—Wm. Schauls has bought a half interest in the eltr. of E. A. & R. D. Sprague. The name of the firm will be Sprague & Schauls.

Kasson, Minn.—The Western Eltr. Co. will build a large modern coal shed with cement floors, under the direction of Mr. W. H. Richardson, its auditor.

Edgerton, Minn.—The Farmers Eltr. Co. will repair its eltr. this year. C. S. Howard has his repairing nearly done on his eltr.—F. H. Baldwin, mgr. the Farmers Eltr. Co.

Meriden, Minn.—The heavy timbers of the eltr. of the Van Dusen Eltr. Co. are being shipped to Volga, S. D., where the company will construct a new eltr. T. E. Ibberson is doing the work.

Duluth, Minn.—George L. Hicks, a

member of the Duluth Board of Trade, died July 6, of diphtheria. He was 40 years old, and was mgr. and heaviest stockholder in the Standard Grain Co.

Kasota, Minn.—Sage Bros. of Currie, has let the contract to the Younglove Construction Co. for the erection of a cleaning house, to be equipped with all up-to-date machinery, power to be a 65-h. p. Corliss engine.

Eagle Lake, Minn.—Our eltr. of 35,000 bus. capacity is being overhauled and improved; storage capacity of mill eltr. doubled to 20,000-bu., mill remodeled and the capacity doubled to 400 bbls. daily.—Gordon Bros. & Co.

Steen, Minn.—O. A. Paulson, secy of the recently organized Farmers Eltr. Co., has been unsuccessful in purchasing an eltr., and as it is impossible to build a new eltr. before the fall crop, they will erect a temporary eltr.

St. Paul, Minn.—Following the decision by the Northwestern and the Omaha roads to enforce the new reciprocal demurrage law the Terminal Dispatch, an Ass'n, recently decided to obey the laws in this state, South and North Dakota.

Since the reciprocal demurrage law went into effect some shippers are demanding a receipt from the station agent for every application for cars, showing the day and the hour the order was filed, to be used in case the free time limit has expired.

Hancock, Minn.—At a meeting of the Farmers Eltr. Co. held June 15, the following officers were elected, Eli Brown, pres., V. C. Huntly, treas., J. J. Agar, secy., George Bowen, T. C. Lien and John Goodenow directors. The company has over \$2,000 pledged in shares and has decided to select a site and build at once.

Northfield, Minn.—L. O. Olson agent for the Chicago, Milwaukee & St. Paul Railroad on July 5, was sentenced to one hour in jail for ignoring the order of the state railroad commission reducing freight rates. The state and federal courts have issued conflicting orders on the enforcement of the distance tariff law.

Duluth, Minn.—The members of the Board of Trade have approved plans for improvements upon the Board's building, to cost \$100,000. More commodious trading quarters have long been needed. The roof over the trading floor is to be raised to a height of 9 stories, the 8th and 9th stories to be used as the trading floor, the lower floors for offices.

Browns Valley, Minn.—E. S. Moores & Co. have bot the eltr. of E. G. Talbott. Mr. Talbott was preparing to erect an eltr. and had the ground broken when the deal was closed. The company leased the site, but it is not likely that they will build. Mr. Talbott will stay and look after collections for a while, when he will go north in search for a new business location.

St. Paul, Minn.—On the charge of using the mails to defraud, Lewin A. Wood, Geo. W. Wood, Bruce D. Tuttle, Martin P. Quigley, Chas. T. Kelley, Clinton D. Phelps and H. P. Ernsberger were taken before the U. S. Commissioner June 28, and held under bonds to appear July 5 for a preliminary examination. Under the name of the Wisconsin Grain & Stock Co., defendants, it is alleged, have operated 300 bucket-shops in Minnesota, Wisconsin, Nebraska and the Dakotas. Postoffice Inspector W. M. Ketchum of Chicago, sets out in the com-

plaint that about May 1, 1906, L. A. Wood leased the headquarters of the Superior Board of Trade at Superior, Wis., and employed persons to represent themselves as brokers to maintain the pretence of a grain market. It is alleged that by its practice of holding back quotations the bucket-shop concern has fleeced its victims of \$342,000. On petition of Wm. J. Haggerson, of Bessemer, Mich., a patron, who alleges that he lost \$2,300 through the company, Judge Lochren on July 6 appointed Ashley Coffman receiver of the Wisconsin Grain & Stock Co.

MISSOURI.

Hardin, Mo.—Ferguson & Hogan's new eltr. on the Wabash, is progressing rapidly.

Butler, Mo.—The People's Eltr. Co. has elected Sam Barr of Rich Hill, as secy-treas. and general mgr., to fill the position of I. H. Blood, who recently resigned. He will move to this place.

Sikeston, Mo.—The Scott County Milling Co. has purchased of the Hess Warming & Ventilating Co. a No. 6 pneumatic drier and cooler of 10,000 bus. capacity per 24 hours, to be used in drying corn.

St. Louis, Mo.—The Burlington Eltr. Co. will hold a meeting Aug. 28 to consider an increase of its capital stock from \$150,000 to \$250,000 and to increase the bonded indebtedness a similar amount.

Mexico, Mo.—Buck, Wyatt & Co., of the Colonial Stock & Grain Co., are charged with having obtained money under false pretenses. Wm. Buck, pres., and Grant Wyatt, secy-treas., have been placed under arrest. Recently their office was closed and the victims made complaint to the prosecuting attorney.

St. Louis, Mo.—Judge Daniel G. Taylor on June 26 granted an injunction temporarily restraining the Missouri Railroad and Warehouse Commission from putting into effect the new weighing law, in so far as other than public warehouses are concerned. The court said: "I am unable to see how all grain received for sale or storage or the business of handling or weighing such grain at any point in the state that may be arbitrarily determined by the Board of Railway and Warehouse Commissioners is in anywise public. If this be so, then, if the producer of a single wagon load of grain haul his product to a commission man as a salesman, or it may be to the barn of a friend, his act is impressed with a public use. To compel every owner of grain desiring to sell or store his product at any point in the state to submit to exclusive state grading and weighing of his private property is, it seems to the court, an unwarranted encroachment upon his private business. While private property may, by reason of the use to which it is put, become like that of common carriers, yet it is the use and not the nature of the thing which gives it public character. So with an occupation such as dealing or storing or handling of grain. It may be so conducted as to affect the public, but not necessarily so, and may be a strictly private business. If done through public eltrs. it is public under the directions, but nowhere has the court found a case holding that it is, however conducted, public in its nature. Section 7623 of the law empowering the commissioners to say what price shall be charged for the inspecting and weighing of grain, and when, where and under what conditions the work shall be done, is an unlawful delegation of legislative power. If the com-

missioners should determine, that inspectors should only be on duty in one section of the state and not in another, it would result in such unjust discrimination, either against one or the other section, as to amount to an unlawful territorial discrimination within this state."

MONTANA.

Bozeman, Mont.—The Farmers Alliance Co. has bought the eltr. of the American Society of Equity. It has also bought a site at Belgrade and will erect an eltr. there.

Bridger, Mont.—The Yellowstone Milling Co. will erect an eltr. R. M. Vilm, mgr. of the company at Billings, is making arrangements for the eltr. and to purchase the machinery.

NEBRASKA.

Pauline, Neb.—The Pauline Grain & Supply Co. has chosen Dan Fouts as mgr.

Scribner, Neb.—A. F. Diels has let the contract to Fred Friedline for plans for an eltr. of 16,000 bus. capacity.

Gordon, Neb.—The Gordon Mill Co. has started the erection of a 10,000-bu. eltr. adjoining its mill.

Omaha, Neb.—The Updike Grain Co. will close its offices at Hastings, Friend, Lincoln and Sioux City.

York, Neb.—The Wilson Grain Co., incorporated, capital stock \$10,000; incorporators, F. C. Wilson, H. R. Hatfield and C. A. Addington.

Utica, Neb.—Geo. F. Hurlburt & Co's. eltr. was damaged to the extent of \$500, on June 24, by the windstorm. The rear of the building was blown off.

Walthill, Neb.—A. C. Carroll has let the contract to John DeKay for the erection of a cribbed eltr., 24x25x40, equipped with Fairbanks-Morse Scales, dump and Otto Gas Engine.

Lincoln, Neb.—The Nebraska State Railroad Commission believes that grain shipped to Lincoln, Fremont, Omaha or elsewhere in Nebraska is state traffic, altho rebilled to points outside the state, and has asked the railroads to report the volume of such traffic with a view to determining a schedule of rates.

Lincoln, Neb.—Elevation allowances will be granted by the Burlington at Lincoln, St. Joseph, Fremont, Nebraska City, Missouri Valley, Atchison and Leavenworth. The Northwestern also will allow ¾ cent at Fremont and Missouri Valley; while the Rock Island will allow ½ cent only at Omaha, South Omaha, Council Bluffs and St. Joseph.

Lincoln, Neb.—We will operate eltrs. at Heartwell, Palisade, Culbertson and Moorehead, Neb., and Wray, Colo., with headquarters here. These eltrs. were formerly operated by W. H. Ferguson. The pres. and gen. mgr. of this company is N. S. Shannon; vice pres., W. H. Ferguson, and the secy-treas., Rogers Scribner.—Shannon Grain Co.

Omaha, Neb.—The Von Dorn Grain Co. has brought suit against the Western Union Telegraph Co., to recover \$750 damages for failure to deliver a message to the Louis Muller Co. at Baltimore, requesting an offer for the cancellation of a contract for the delivery of 10,000 bus. of corn. Corn advanced 7½ cents before the contract was canceled.

Rosalie, Neb.—The Nebraska Improvement Co. of Lyons, recently incorporated, has let the contract to John DeKay for the erection of a cribbed eltr., 30x30x36 ft.; equipped with Fairbanks-Morse ma-

chinery, 8-h. p. engine, 8x14 Fairbanks-Morse Dump Scale and 150-bu. hopper scale. The Nebraska Improvement Co. has the eltr. of the Devereux Eltr. Co.

Omaha, Neb.—The Grain Exchange filed complaint with the state railroad commission June 26, against the Missouri Pacific Ry., for alleged discrimination in favor of Kansas City, by refusing to switch cars at Hastings and Superior, Neb., to the Burlington and Northwestern roads; and that the rates of the Missouri Pacific are 4c per 100 lbs. higher than those of the other roads to Omaha.

Lincoln, Neb.—The law regulating the storage of gasoline went into effect July 5. It provided that the cans or barrels must be painted red and have the word "gasoline" thereon in large letters. "Every person within the state purchasing gasoline or other high explosives of that nature for his own use shall procure and keep the same only in barrels, casks, packages or cans so painted or stamped." The penalty for violation of the law is \$50 fine or 30 days' imprisonment.

Omaha, Neb.—The Merriam & Holmquist Co. has brought suit against the Union Pacific R. R. Co., to recover \$83,967 damages on account of rebates of 1½c per 100 lbs., granted to the Omaha Eltr. Co. and the Trans-Mississippi Grain Co. on grain, but withheld from plaintiff. John G. Haines, former partner of Mr. Merriam, secured his share of the rebates by suit in 1904. Petitioners allege that the elevation allowance is a rebate, since they were required to perform the same service of unloading and reloading grain cars, without compensation. It is alleged that the rebates have been paid to R. E. Pratt & Co. also, during part of the time covered in the suit, dating back to Feb. 1, 1898. From Oct. 11, 1902, to June 1, 1907, the Merriam & Holmquist Co. shipped 281,651,000 lbs. of grain from points on the Union Pacific to the eltr. at Omaha, and reloaded the same quantity for eastern points.

NEW ENGLAND.

Portsmouth, N. H.—H. A. Yeaton & Sons eltr. was almost entirely destroyed by fire recently.

Haverhill, Mass.—J. O. Ellison & Co. are erecting a new eltr. which will have a large storage capacity.

Somerville, Mass.—Harry Powers, a former member of the firm of Powers & Co., who carried on an eltr. business here, died recently.

Boston, Mass.—The Chamber of Commerce on June 20, changed the grade of No. 2 mixed sail corn to read, "No. 2 mixed corn, small be sound, sweet, dry and reasonably clean; yellow, and red or white corn mixed."

NEW JERSEY.

Burlington, N. J.—Amos K. Ashby's eltr. and warehouse burned June 19. Loss \$2,000; partly insured.

NEW YORK.

New York, N. Y.—Wheelock & Peterson Bros., incorporated, capital stock \$40,000; incorporators, E. O. Wheelock, P. T. Peterson and K. O. Peterson.

Brooklyn, N. Y.—A voluntary petition in bankruptcy was filed in the United States District Court June 25 by Otto F. Eisenhut, a grain and hay merchant. His

liabilities are placed at \$7,248.12, mainly for merchandise delivered. No assets.

New York, N. Y.—At its recent annual meeting the Produce Exchange re-elected Wm. H. Douglas, pres.; Wm. H. Smith, vice pres., and Edward C. Rice, treas. The grain committee is composed of Wm. H. Kemp, chairman; Ely Bernays, E. Pfarrius, Henry Gaff and M. B. Jones.

Syracuse, N. Y.—Meager Bros. Co., incorporated, capital stock \$75,000. The new company has succeeded Meager Bros., who for several years carried on a flour, grain and feed business. The company has outgrown its present quarters and have chosen another site. The directors for the first year are, John E. Meager, James Meager, Douglas A. White and Thomas E. Dougherty.

Albany, N. Y.—The public service law went into effect July 1, and is very comprehensive in its provisions, the full text filling 79 printed pages. The public service commission is given power to make regulations in regard to the furnishing of freight cars to shippers, for the weighing of cars and for demurrage charges. The commission has sweeping powers respecting capitalization, franchises and the operation of roads throughout the state. The law provides that safe and adequate service shall be furnished with just and reasonable charges. Upon the demand of any shipper every railroad corporation must construct, maintain and operate a switch or side track upon reasonable terms when the switch can be put in safely and is reasonably practicable and the business is sufficient to justify the same. Every common carrier must publish its list of rates for freight and passengers and its charges for storage and icing. Sworn copies of all arrangements between roads must be filed with the commission. Unjust discrimination is particularly forbidden.

BUFFALO LETTER.

The free handling of canal grain by the pool and independent eltrs. is making trouble and there is a move to stop it.

The new plant of the American Malt-ing Co. appears to be getting down to business right along now, for it has already handled 1,700,000 bus. of grain from lake cargoes this season.

With only a car a day or so of track wheat reporting here for inspection, there is a scarcity of rye that makes it hard for rye millers to keep up their supplies. Some days no rye is offered for sale.

The grain trade is usually dull this month and the reports show that it is about on the average. Some dealers think everything is too high and that there will be little doing till prices are adjusted.

This port is receiving about the same amount of grain by lake this season as it did last season. The eltr. reports show half a million bus. over last season, a matter of 33,500,000 bus. Of this the pool eltr. have handled 13,500,000 bus.

Feed millers are finding business quiet, as there is so much grass feed. The warm weather injured small sowed crops, but did not last long enough to cut down the pastures, so the grain and feed dealers are likely to find a quiet market till the fall demand is in.

If the city eltrs. cut out the free canal elevation it is said, that some of them will feel the change of policy severely. The Great Eastern, for instance, has elevated 1,000,000 bus. of flaxseed this season, nearly all of it going to the canal,

and it is likely to lose the business to the canal if the charge is put on again.

The small trade in wheat here, which is still without improvement, does not by any means indicate small consumption. More and more is used here every year, but the millers took the notion that the local dealers were not doing as well by them as they should and arranged to buy all their spring wheat of a single dealer in Duluth. The plan is being kept up.

The feed mill of the Electric eltr. Co., which was shut down a month or so ago, is not out of commission by any means, but is run whenever there comes in a good order. The plan is to employ men in the eltr. who know how to run the mill, also and detail a part of them to the mill when needed. It is likely that the mill will find a regular operator before long.

The canal boatmen are doing a large business, both on account of the scarcity of cars and the high rail rates from this point eastward. To July 1st the canal carried 5,350,000 bus. of grain, of which more than half was wheat, besides a large amount of flaxseed. But for the very light movement of corn by lake this season, largely on account of its poor condition, the showing would have been much better than it is.

A great stir in harbor arises on account of the amount of grain in store and still offering. It is mostly oats (from the Patten Bros. corner, it is said) and durum wheat, the wheat being held here for quick shipment to New York on export orders. Some of the eltrs. are also getting all-rail grain to handle. One of them reports a 40,000-bu. lot to come in at once by rail. A good low summer-storage rate and a slow movement of grain eastward has worked in favor of the eltrs. in harbor this season.—J. C.

NORTH DAKOTA.

Douglas, N. D.—W. J. Loomis will erect an eltr. here.

Max, N. D.—The Farmers Eltr. Co. will erect an eltr. here.

Medina, N. D.—E. P. Olson and Peter Karpen will erect an eltr.

Buchanan, N. D.—The Lyon Eltr. Co. has the site for its new eltr.

Anamoose, N. D.—The Minnetonka Eltr. Co. will erect an eltr.

Adams, N. D.—The Woodworth Eltr. Co.'s eltr. was burned recently.

Fessenden, N. D.—The Minnetonka Eltr. Co. will erect a 40,000-bu. eltr.

Jamestown, N. D.—The Powers Eltr. Co. will erect an addition to its eltr.

Litchville, N. D.—The D. S. B. Johnston Co. will erect a 50,000-bu. eltr. here.

Cleveland, N. D.—The Lyon Eltr. Co. has a site for its eltr. which will be built at once.

Jud Sta., Alfred P. O., N. D.—The Minnesota Grain Co. has bot the eltr. of the Gribben-Alair Grain Co.

Adrian, N. D.—The Farmers Eltr. Co. has let the contract to H. M. Olson for the erection of an eltr. here.

Ypsilanti, N. D.—The Farmers Eltr. Co. has been organized by S. E. Corwin, E. N. Campbell and A. Shollander.

Tower City, N. D.—The Farmers Eltr. Co. has bot the eltr. of Andrews & Gage. D. B. Shaw will be retained as mgr.

Nome, N. D.—The Nome Grain Co. has bot the eltr. of the Rothsay Eltr. Co., which was built this summer, for \$5,000.

Carrington, N. D.—The Hammer-Halvorson-Beier Eltr. Co. will erect a 20,000-bu. addition to its eltr.

Marion, N. D.—D. S. B. Johnston has let the contract to the Barnett & Record Co. for the erection of his eltr.

Granville, N. D.—The Grain Dealers Journal is a necessity in the grain trade.—A. W. Gansz, Secy. Farmers Eltr. Co.

Cando, N. D.—Harry Martin has taken charge for the Minneapolis & Northern Eltr. Co., and will remove his family here.

Lignite, Ward P. O., N. D.—The St. Anthony & Dakota Eltr. Co. has let the contract to C. E. Bird & Co. for the erection of its 25,000-bu. eltr.

Dickinson, N. D.—A grain eltr. will be erected here by the Missouri Valley Milling Co., of Mandan, to accumulate wheat for the 500-bbl. mill to be built later.

Dazey, N. D.—A. A. Gad will erect eltrs. of his own in the northern part of the state. The eltr. that he has had charge of will be run by J. B. Shearer.

Clyde, N. D.—The Duluth Eltr. Co.'s eltr. which was burned May 1, has been rebuilt by C. H. Benson, and was opened about July 5.—T. E. Warren, agt. Duluth Eltr. Co.

Dawson, N. D.—The Powers Eltr. Co. is overhauling its eltr. at this place and also erecting an addition to its eltr. at Spiritwood.—C. W. Joyner agt. Powers Eltr. Co.

New Rockford, N. D.—The Andrews & Gage eltr. was struck by lightning July 5, and with contents, was destroyed. The house was a 40,000-bu. one and contained 8,000 bus. of grain.

Northwood, N. D.—Andrews & Gage's eltr. is being enlarged. When completed it will have a capacity of 30,000-bu. and will be up-to-date. The Cargill eltr. is about to undergo repairs.—F. P. Haan, agt. Heising Eltr. Co.

McCanna, N. D.—The St. Anthony & Dakota Eltr. Co. has let the contract to C. E. Bird & Co. for the erection of a 40,000-bu. eltr. The Imperial Eltr. Co. has let the contract to C. E. Bird & Co. for a 30,000-bu. eltr.

Minto, N. D.—Last summer I built an addition to my eltr. for cleaning wheat and grinding, and also got a new 10-h. p. Otto Engine. This summer have finished a coal shed which will hold 120 tons.—J. Wirkus.

Lakota, N. D.—The Grain Producers Eltr. Co.'s eltr., which is being moved back about 75 ft., was badly damaged by a recent windstorm. It was shifted on its supports and the center of the building sank, nearly breaking the building in two.

Bismarck, N. D.—Farmers of La Moure County have made complaint to the state railroad commission that grain delivered to Andrews & Gage Eltr. Co. has not been paid for, and they request the cancellation of the company's license. A hearing is to be held late in July.

Harvey, N. D.—The Hagel Bros., Emanuel, Ignatz and Thomas, have bot the eltr. of the Harvey Farmers Co-operative Ass'n, owners of the eltr. of which George Reiland has been mgr. Emanuel Hagel will be mgr. of the business, which will still be operated under the old name.

Mekinock, N. D.—John Hancock, agt. for the Duluth Eltr. Co., shot himself July 1. The bullet entered the top of his head and he died instantly. The eltr.

was transferred from the Duluth Company to a farmers organization, and Mr. Hancock lost his position. He leaves a wife and an adopted daughter.

OHIO.

Enon, O.—Brooks & Collier are rebuilding their burned eltr.

Toledo, O.—The Clover Leaf road has completed its transfer eltr.

Prospect, O.—H. W. Wolfley has just put in 150 ft. of side track.

Maplewood, O.—L. W. Baker & Co. have succeeded L. W. Baker.

Kenton, O.—W. B. Gramlich is putting in a new car loader here, and one at Blanchard.

Hooker, O.—G. W. Lamb has just finished a hay barn 72x36 that will hold 200 cars of hay.

Kirkwood, O.—T. B. Marshall & Co. have taken out their steam engine and installed gasoline power.

Dayton, O.—The Miami Valley Grn. Dirs. Ass'n will meet here July 10 to discuss the new freight rates on grain.

Salem, O.—Natural gas has just been struck at this point and Reese G. Calvert is expecting to install a gas engine.

Ottawa, O.—Maurer Bros., who bot out Wm. Annesser a short time ago, have built a large storage addition to their eltr.

Mt. Blanchard, O.—I have had my eltr. leased to Sneath & Cunningham of Tiffin, O., but will run the eltr. this year.—W. W. Bristall.

La Carne, O.—The Brokate Bros.' eltr. was burned June 22. Loss \$6,000; partly insured. Over 6,000 bus. of oats, wheat and corn was destroyed.

Kileville, O.—W. T. S. Kile is building an 8,000 bu. tower addition to his eltr., installing a new sheller, and otherwise improving it.

Middlepoint, O.—The Pollock Grain Co. has just finished building an ear corn crib 10x12x40 ft. and a hay barn that will hold 15 cars of hay.

Marion, O.—The Ohio Milling & Eltr. Co. has elected the following officers: George Salmon, pres.; F. E. Coon, vice pres.; B. F. Waples, treas.; L. J. Smith, sec'y and general mgr.

McComb, O.—Chas. Shuler has changed his turn head from the top to the lower floor so that all bins may be controlled from working floor.

Delphos, O.—Botzum Bros. of Akron, O., are building a 10,000 bu. eltr. at this point. It is modern cribbed construction and will be an up-to-date country house.

Perrysburg, O.—We are installing a new drier that will dry 2,000 bu. of corn or wheat per day. The machine is my own make, but it is a dandy.—C. L. Maddy of C. L. Maddy Co.

Prospect, O.—The National Milling Co. has built a mill to be run in connection with its eltr. that has a storage capacity of 40,000 bu.

Cincinnati, O.—The Big Four Eltr. Co., incorporated, capital stock \$10,000; incorporators, J. D. Lindsey, H. L. Early, L. B. Daniel, B. F. Kyle and August Tager.

Richwood, O.—I have bot the eltr. in partnership with W. E. Baker from A. B. Cronkright.—R. R. Gill, mgr. Green Camp Independent Eltr. & Supply Co., Green Camp, O.

Cincinnati, O.—The B. H. Wess Grain & Coal Co., incorporated, capital stock \$75,000; incorporators, Bernard H. Wess, Mary P. Wess, George Schroeder, Frank Burtz and William J. Perron.

Toledo, O.—Smith Crawford's eltrs. and seed warehouse will soon be rebuilt on a new site. Mr. Crawford will add a new hay barn with a capacity of 30 cars, and equipped with modern gasoline elevators.

North Baltimore, O.—We have been fixing our place over and putting things in good shape so as to handle the grain with dispatch; we will take all kinds of grain in with one stand of eltrs.—G. G. Rockwell.

Canal Winchester, O.—The Winchester Milling Co. and the grain firm of O. P. Chaney & Sons have their plants handsomely illustrated and described in a souvenir pamphlet recently issued to advertise the town.

Chillicothe, O.—Quinby Climer, prop. of the Scioto Gr. Co., has overhauled his track scale and put it in good repair so if his grain does not hold out he knows the fault is not at his end of the line.

Portsmouth, O.—P. H. Harsha has completed a storage room to be used in connection with his eltr. 30x36 ft. and a new office. He expects also to enlarge his plant before the next corn crop is harvested.

Toledo, O.—Harry Cuddeback has formed the Cuddeback Grain Co. with offices at 43 Produce Exchange bldg. Mr. Cuddeback was for many years with John Wickenheiser & Co., and will be pres. and gen. mgr. of the new company.

Toledo, O.—"No grade" is to be known at this market hereafter as "sample" grade, the directors of the Produce Exchange having so decided July 3. The new name more truly describes the grain, in that no grade grain must be examined by sample to learn its value.

Toledo, O.—Receipts of corn for June were better than for the same month last year. Oats a little lighter. Wheat run over last year at this time. There is also a better shipping demand now than in comparison with June a year ago.—H. W. Applegate, Asst. Sec'y Toledo Prod. Ex.

Woodstock, O.—W. Hardman is raising his eltr. 3 ft. and putting it on cement pillars to insure stability. He has installed a 3,000-bu. grain loader and cleaner and given the eltr. a general overhauling in anticipation of a bumper corn crop this fall.

Groveport, O.—Baum & Herr are tearing down their old eltr. and rebuilding it along modern lines. All the old machinery has been taken out and new substituted except the corn sheller which was not much worn. When completed the eltr. will have a capacity of 30,000 bu.

Jewell, O.—J. S. Calkins has installed a Cornwall Cleaner and two car loaders. The car loaders are unsatisfactory and Mr. Calkins wants one warranted not to crack or break corn. He has had to have half dozen cars of corn recleaned after it reached terminal market on account of cracked corn in cars.

Toledo, O.—I have built, owned and operated more eltrs. than any other individual in the state of Ohio. I first began in the eltr. business to work for "Uncle Joe" McCord years ago at \$10 per month, when he was just starting in business. I have not been on the Exchange floor for eight years.—Z. H. Travis.

Lodi, O.—Since Bennader & Homan dissolved partnership in the grain business, Mr. H. Bennader has remodeled his eltr., put in new scales, built a commodious feed room, enlarged and remodeled his drive way and installed new power. The eltr. is now equipped in a first class manner, and all Mr. Bennader wants is a good corn and wheat crop to get it into action.

OKLAHOMA

Pawnee, Okla.—The Badger-Hudson Grain Co., incorporated, capital stock \$25,000; incorporators, J. S. Badger, W. H. Whitecraft, James O. Hudson and Frank Hudson.

Blackwell, Okla.—The Blackwell Grain Co., incorporated, capital stock \$10,000; incorporators, N. D. Kistler, W. G. Man-dever, G. W. Kite, J. A. Bluebaugh and E. J. Gingrich.

OREGON.

Athena, Ore.—The Puget Sound Warehouse Co.'s warehouse, which was burned recently, will be rebuilt. The new structure will be 50x160 ft.

Portland, Ore.—The *Commercial Review*, in its 17th annual number, just issued, gives a history of grain speculation, with handsome engravings reproducing scenes in the harvest fields, grain warehouses and ports of the Pacific Northwest.

PENNSYLVANIA.

Pittsburg, Pa.—R. M. Weaver & Co., operating many branch bucket-shops in Pennsylvania and Ohio, failed July 3. Weaver and his manager disappeared.

Pittsburg, Pa.—Daniel McCaffrey's Sons Co. suffered \$40,000 loss by fire June 21. The greater part of the loss is on the stock of grain, hay and feed. Of the firm's horses 3 were burned and 8 had to be killed. Fully insured.

Pittsburg, Pa.—The bucket-shop law has led the Pittsburg Brokerage Co. to close its offices, with the announcement that should the Mesta law be declared unconstitutional business will be resumed. The concern alleges that it never has bucket-shopped trades.

Pittsburg, Pa.—On petition of T. P. Newell the court has granted a rule on the Odell Stock & Grain Co. to show cause why a writ of foreign attachment against the petitioner and the Pittsburg Security & Investment Co. should not be dissolved. It is alleged the transactions between the parties were of a bucket-shop nature and that consequently the amount alleged to be due can not be recovered.

PHILADELPHIA LETTER.

Morris Worrall of Wilmington, Del., has been elected a member of the Commercial Exchange.

The Millbourne Mills Co. has been adjudged an involuntary bankrupt by the U. S. District Court, at the instance of the Fourth National Bank, tho outside of the Sellers estate interests, the controlling owners, Pres. Dewees declares the concern is solvent.

E. L. Rogers & Co. received the first sample of new wheat this season that reached the grain floor on July 4 and was inspected the following day, grading as No. 2 Western. The quality was good, and condition fine, the shipment coming from Indiana.

Vice Pres. Delp of the Commercial Exchange has just returned from an ex-

tended automobile trip through Virginia and to the Jamestown Exposition. Charles H. Squiers has been looking up his mining interests in California and the far West. E. H. Price spends his Sundays with his family at Pittman Grove. Chairman Warner of the Transportation Committee, and Director Hancock, the head of the grain exporting house, are in Europe.

Sec. Critchfield of the Pennsylvania Agricultural Bureau, at Harrisburg, has just sent out official notice to the trade in general that on and after August 1 the provisions of the new Pure Food law will be strictly enforced. In the event of sales made at any other place than the mill, all corn, buckwheat, bran, or middlings, and patented or trade market poultry food, wheat bran, rye bran or middlings, not having a tag, weight and analysis on every bag or package, the penalty is \$100 for the first offense and \$200 for the second.—S. R. E.

SOUTH DAKOTA.

Canton, S. D.—C. H. Fitch will erect an eltr.

Ward, S. D.—Mr. Conner will erect an eltr. here.

Ethan, S. D.—The S. D. Eltr. Co. is erecting an eltr.

Madison, S. D.—Stoddard & Ketcham will dissolve partnership.

Ortley, S. D.—The Ortley Farmers Eltr. Co. will build or buy an eltr.

Britton, S. D.—The Aitken Grain Co. will build an addition to its eltr.

Salem, S. D.—A. Truax, of Mitchell, has bot the eltr. of McLaughlin, Ellis & Co.

Florence, S. D.—W. G. Putnam has bot the eltr. of Selmser & McBath, taking possession June 19.

Sisseton, S. D.—I am putting a system of conveyors into the warehouse adjoining my eltr.—J. A. Rickert.

Mission Hill, S. D.—The Carlon Eltr. Co. is installing a new 5-h. p. gas engine in its eltr.—O. R. Kerr, Agt. M. King.

Huron, S. D.—The Western Fruit, Grain & Live Stock Ass'n incorporated, capital stock \$200,000.

Milbank, S. D.—Rickert Eltr. Co. put in a new scale and otherwise improved its eltr.—J. A. Rickert, Sisseton, S. D.

Ortley, S. D.—Morris & Rickert will put a cleaner and shipping scale into their new eltr.—J. A. Rickert, Sisseton, S. D.

Canova, S. D.—A. A. Truax of Mitchell has bot the eltr. of McLaughlin, Ellis & Co. Mr. Schmitz has been chosen as mgr.

Manchester, S. D.—A. N. Barber of Esmond has his eltr. at this place completed, built by the Younglove Construction Co.

Elkton, S. D.—The Farmers Eltr. Co. held a meeting July 2, to decide whether the company will build and do business as heretofore arranged.

Estelline, S. D.—The Ostroot Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of an eltr. at this place and Ramona.

Flandreau, S. D.—Chas. Zehnfpennig and Wm. Moeler of Parkston have bot the eltr. of Geo. A. Hales. Mr. Hales will run the eltr. for a while, but later Mr. Moeler expects to move here and run the business.

Herrick, S. D.—Caspary & Simmons have let the contract to John De Kay for

Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM
Descriptive circular sent on application

Multiplex Electric Thermometer Co.
Minneapolis, Minn.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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New and improved methods are constantly taking the place of the old. The

F. R. Morris Method

of removing the excess moisture from grain with his improved Drier is demonstrating its superior quality for this work.

CORN dried with the MORRIS DRIER sells at a PREMIUM over all other methods in use. Don't let another year pass without installing a Morris Drier. In times of peace prepare for war and save money.

F. R. MORRIS,

51 Chamber of Commerce, Milwaukee, Wis.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the **Tyden Self-Locking Car Seal**, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1,000, sample free.

INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB, Gen'l Sales Agt.
617 Railway Exchange Building, CHICAGO



the erection of a 25,000-bu. eltr., equipped with Fairbanks-Morse Dump Scale, 10-h. p. engine and 150-bu. hopper scale.

Montrose, S. D.—A. H. Betts of Mitchell has bot the Peavey Eltr. at this place. Wm. Hunt has been retained as mgr. P. Kjelmeyer is now buying for the farmers.—Farmers Eltr. Co.

Iroquois, S. D.—C. H. Beach, formerly agt. for the Farmers Eltr. Co. at Montrose, has bot ground for an eltr., of 30,000 bus. capacity; and has the work started, to be ready for the fall crop. The Younglove Construction Co. has the contract.

Sioux Falls, S. D.—The program for the annual meeting of the Tri-State Grain Dealers Ass'n to be held at Sioux Falls, S. D., July 11 and 12, comprises an Address of Welcome by Mayor Crandall; Response by E. A. Brown; "Grain Exchanges" by J. J. McHugh, Secy. Minneapolis Chamber; "The Independent Dealer" by Albert Wedgewood, Madison, S. D.; "The Milwaukee Market" by B. G. Ellsworth; "Minnesota Inspection" by F. W. Eva, Chief Grain Inspector; "Mutual Fire Insurance" by V. E. Butler, Heron Lake, Minn.; "Relations of the Commission Merchant and Country Grain Dealer" by A. M. Woodward; "Grain Standardization" by John D. Shanahan, Expert in Charge, Washington, D. C. All who attended the convention at Sioux Falls two years ago will pleasantly remember the humorist, W. I. Nolan of Minneapolis, who again has been engaged for the entertainment on the evening of the first day, followed by a Dutch lunch provided by the Business Men's Club. Pres. F. E. Crandall of Mankato will address and Sec'y and Treas. J. J. Quinn will report at the executive session, 10 o'clock a. m., July 12, when the committee reports will be presented and new officers elected.

SOUTHEAST.

Atlanta, Ga.—Holland Curran has pleaded guilty to running a bucket-shop and has been fined \$500. C. N. Anderson has been convicted and fined \$1,000 for operating a bucket-shop.

TENNESSEE.

Nashville, Tenn.—J. H. Wilkes & Co have bot a site on which to erect an eltr.

Nashville, Tenn.—The Ryman Line of boats will build an eltr. and warehouse on the wharf.

Nashville, Tenn.—The Capital Grain & Mill Co., incorporated, capital stock \$20,000; incorporators, H. H. Mayberry, W. M. Cheairs, W. S. McLemore and others.

Union City, Tenn.—Bob Branhan, an old and respected citizen of this city, and for many years a grain merchant, died at the hospital for the insane at Bolivar, June 26, of softening of the brain.

Nashville, Tenn.—John F. Baskette and others have organized the Southern, Southeastern and Southwestern Freight Bureau, to compile and furnish to shippers rate information, to audit freight bills and collect railroad claims.

Nashville, Tenn.—The Iowa Grain & Milling Co. is defendant in a suit by Smith Bros. & Co. of Birmingham, Ala., to recover \$3,000 for alleged breach of contract in failing to deliver 30,000 bus. of corn on contract, after an advance in the market price of 13 to 15 cents per bu.

TEXAS.

San Antonio, Tex.—We are out of the grain business.—J. J. Olsen & Son.

Fort Worth, Tex.—The Alfalfa Stock

Feed Co., incorporated, capital stock \$10,000.

Bay City, Tex.—N. M. Vogelsang has let the contract for the erection of a steel rice eltr. to have a capacity of 30,000-bu.

Fort Worth, Tex.—M. P. Bewley has had considerable cleaning machinery installed in his mill by B. J. Carrico.

Graham, Tex.—The eltr., mill and warehouse of the Graham Milling Co. will be completed about Aug. 1 by B. J. Carrico.

San Antonio, Tex.—An equipment of grain cleaning machinery has been installed in the plant of the Gunther Milling Co. by B. J. Carrico.

Fort Worth, Tex.—The Fort Worth Grain & Cotton Exchange has been incorporated by G. C. Mountcastle, Felix P. Bath, F. M. Rogers, E. G. Rall, T. G. Moore.

Houston, Tex.—The South Texas Grain Co., incorporated, capital stock increased from \$40,000 to \$80,000. This company was organized in 1898 with a capital stock of \$20,000. C. P. Shearn is pres., and J. V. Neuhaus is vice pres., and sec'y.

Eagle Lake, Tex.—The Lake Side Milling Co. has increased its capital from \$75,000 to \$100,000, and mgr. J. M. Whately has closed a contract with D. J. Hayes of Houston for the erection of an 80,000-bu. eltr. at the Lakeside Rice Mills. The mills are having a general overhauling.

Galveston, Tex.—Exports from Galveston from Sept. 1 to July 1 were 10,361,633 bus. of wheat and 4,220,906 bus. of corn; compared with 3,558,843 bus. of wheat and 11,299,009 bus. of corn for the corresponding period of 1905-06, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Waco, Tex.—The eltr. of the Waco Mill & Eltr. Co., which was burned June 15, will be rebuilt, and a storage plant may be built in the rear of the new eltr. The eltr. will be 66 ft. long, 80 ft. high and 32 ft. wide. The eltr. will be cribbed and covered with galvanized iron, and have a capacity of 100,000-bu. and a handling capacity of 4,000-bus. per hour. It will be finished in the next 60 days.

UTAH.

Salt Lake City, Utah.—The Jeremy Fuel & Grain Co., incorporated, capital stock \$50,000; incorporators, Ethan J. Jeremy, pres.; Calvin Kempf, sec'y and treas.

WASHINGTON.

Patterson, Wash.—Alonzo Wardall, of the Farmers Grain & Supply Co., of Spokane, is planning to erect a \$5,000 eltr. here and a larger one at Prosser.

Hartline, Wash.—The Hartline Mill & Eltr. Co., incorporated, capital stock \$100,000; incorporators, G. H. Stapish, George R. Roberts, William J. Stuffle and others.

Odesa, Wash.—J. J. Inkster has bot the interest in the grain business of J. S. Inkster. The firm name will be Inkster Bros. The Farmers Warehouse Co. is having a 40x90 ft. addition built to its warehouse. This will give a warehouse 40x230 ft. with a capacity of 125,000-bu.

Everett, Wash.—The Everett Flour Mill Co. has let the contract for the erection of a warehouse for grain, capacity 60,000 bu. The storehouse is to be

constructed between the office building and the warehouse. The Everett Construction Co. will do the work. Another storage house is to be rected in the near future.

Tacoma, Wash.—Balfour, Guthrie & Co. are defendants in a suit for \$50,000 brot by shipowners for demurrage incurred during the winter and spring owing to the failure of the railroads to bring the grain to tidewater. The roads were congested with freight and tied up by floods.

Kahlotus, Wash.—Wild mustard, which two years was unknown, has smothered thousands of acres of grain in this neighborhood. The iron sulfate spray for the eradication of mustard is badly needed. Unless drastic measures are taken many farmers will have to give up growing grain.

Seattle, Wash.—Mutuals have made such inroads that the stock companies are considering a reduction of the rate on growing grain, so that it can be written at 3 per cent with the added privilege of writing a 6-months' policy for \$1.50, to include warehousing, instead of a rate of 4 per cent flat on a yearly basis.

Rosalia, Wash.—D. F. Anderson died June 15. He engaged in the grain business with the firm of Anderson Bros., now J. A. Anderson, in 1887. He worked hard for the Anderson freight bill, which passed, and was one of the state grain commissioners at the time of his death. He leaves a wife, four sons and a daughter.

Olympia, Wash.—The superintendent of the prison bag factory states that under the new law the distribution of grain bags to farmers is more general. Of the 775,000 bags apportioned to the grain growing counties 445,130 had been applied for by June 29. After July 1 all bags not applied for may be sold in the open market.

Seattle, Wash.—Downing, Hopkins & Ryer have applied to the court for an order restraining the police from closing their brokerage offices under the city ordinance prohibiting bucket-shops. This concern operates extensively in the Pacific Northwest, having private wires to Portland, Spokane, Tacoma, Bellingham, Everett, Vancouver, Victoria and Wallace, Idaho.

Olympia, Wash.—Moritz Thomson testified recently before the state railroad commission that the price of wheat is generally from 1 cent to 4 cents higher on Puget Sound than in Portland. He said a particular grade of club wheat was grown in Eastern Washington, and principally along the line of the Oregon Railroad & Navigation Co. that is very valuable to mills for blending with other grades of wheat in the manufacture of a certain grade of flour; that the principal territory where this wheat is grown is not now accessible to the Puget Sound millers because of the lack of a joint rate; that the only way it will be delivered at Seattle or Tacoma is by the payment of the sum of two local rates, namely, from the point on the O. R. & N. at which it is shipped to Spokane, and then the local rate from Spokane to Puget Sound; that the payment of the sum of these two locals makes its shipment to the Sound prohibitory, and that therefore the Puget Sound millers are injured to this extent on account of the absence of a joint rate. G. W. Ford, of Spokane, testified before the commission that while in the employ of the Northwestern Warehouse Co., of

Portland, that company daily gave him two quotations, one to pay for wheat on the Northern Pacific or competitive points and the other, sometimes 2 cents lower, for wheat on O., R. & N. non-competitive points.

WISCONSIN.

Baldwin, Wis.—The American Society of Equity has bot the eltr. of J. P. Larson & Co.

New Richmond, Wis.—The New Richmond Roller Mill Co. will increase its capital stock by \$2,500.

New Holstein, Wis.—Iversen Bros. are building an eltr. and warehouses. The eltr. will be 28x28 ft. and the warehouses, one on each side of the eltr., 24x28 ft.

Appleton, Wis.—Bertin Ramsey, pres. of the Wisconsin Malt & Grain Co., died June 23 at a Chicago hospital, at the age of 50. He leaves a wife and two daughters.

Milwaukee, Wis.—A fire scare was experienced at the eltr. of the Milwaukee Eltr. Co. The flames broke out in the basement, and were thought to have originated from the friction of the belt. No damage was done.

Madison, Wis.—Under the new law approved June 19 and now in effect railroads are required to build switch tracks to eltrs., mills, storehouses and warehouses, provided the plant to be benefited pays the legitimate cost of the extension.

Madison, Wis.—On complaint of F. H. Minch, grain dealer at Basco, Wis., the state railroad commission has ordered the Northwestern and Illinois Central railroads to make a joint thru rate on grain from Norwalk, Monroe County, to Basco, Dane County, of not to exceed 10 cents per 100 lbs, and from Reedsburg, Ablemans and North Freedom to Basco of not to exceed 8½c. The present rates range from 15 to 18c.

Superior, Wis.—The Wisconsin state railroad commission issued an order July 8 requiring the Great Northern and the Eastern Railroad of Minnesota and the Omaha road to open the terminal eltrs. at Superior to the public, and not to charge more for service than in the fall of 1904. This is a big victory for the Superior Board of Trade and the Wisconsin Grain & Warehouse Commission, since it gives the Wisconsin officials an opportunity to enforce the Superior grain inspection law. The ruling of the commission applies to eltrs. A, S and X of the Great Northern and the Itasca Eltr. of the Omaha road. On learning of the decision T. J. Roth, pres. of the Superior Board, said "This decision is certainly pleasant news and is a big thing for us." Homer T. Fowler "This is the best news we have had in some time. It is a great victory for us. I think that as an immediate result of this decision a large grain handling firm will be started here. It will relieve the Dakota people of the necessity of putting their money into an eltr. here and give them a chance to put it into a handling firm." Warehouse Commissioner Johnson: "This is the beginning of the end. Of course we cannot tell just how close the end is, but we will win out before we are thru with the proposition. I think that this decision will result in the formation of grain handling firm and will give us a chance to do some business here. Of course the roads may appeal from this decision, but our commission is a remarkably strong one and but one of its

decisions has been taken to the courts and on that one the commission won out." Secy. W. C. McFadden, of the North Dakota Bankers: "In my judgment the Dakota shippers will give the new rules established by the railroad commission a thorough trial before going any further with the eltr. proposition. The reestablishment of Wisconsin inspection would now solve the problem completely."

MILWAUKEE LETTER.

Wm. M. Brigham, one of the oldest members of the Chamber of Commerce, died July 1st, aged 90. Mr. Brigham held an honorary membership in the C. of C.

While this market has been exceptionally free from the practice of stealing grain from cars, a case of "flour stealing" was recently brot to light. The guilty parties were promptly taken care of by the railroad detectives.

Compared with the corresponding period of 1906, the receipts at this market during the first half of 1907 show a moderate increase. With the exception of corn, receipts of which were 3,814,500 bus. compared with 4,152,450 bus. in 1906, all other grains show an increase.

Of late there have been very few cases of buyers refusing grain after sale, which is surprising for this time of the year. Results indicate that more attention is being given to the shipment of grain, due to continual warnings which have been sounded. Hence, differences have not been many.

Hot and damaged corn is being crowded into the eltrs. daily for handling and cooling, a good part of the receipts arriving in this condition. Sellers are having the usual difficulty in disposing of damaged corn to advantage, and have been obliged to submit to discounts, in some cases, in order to make sales "stick."

The demand for advances during the shipping season now drawing to a close was not extremely urgent, being more in the nature of "net proceeds" kind. Dealers here will be able to figure for the approaching year from the Comptroller's report, issued recently, which indicates that National Banks are not in a position to handle the crop movement as handily as in past years.

Considerable business from Iowa and South Dakota is being lost, as a result of the railroad's failure to carry cars billed to Milwaukee thru as promptly as those consigned to Chicago. It seems as though some united effort shud be made to have such "abuses" removed, and that this market ought to be given a fair chance to compete for "natural business," on the same footing with other markets.—C.

Documentary evidence is very essential in making up claims of any kind, especially railroad claims. Evidence is just as necessary in claims as in courts. If the grain dealer (1) would carefully file all letters received and keep copies of all letters written, (2) also file a market circular letter for each day, (3) all track bids upon which sales have been made (which in fact is your contract with the buyer), (4) all inspection and weight certificates, (5) and also freight receipts, the evidence thus on hand will be valuable if needed. Always insist that your commission firm return all papers that are valuable as documentary evidence for your files.—Geo. A. Wells, Des Moines, Ia.

DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CARLINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.



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Crop Reports

Colorado.

Denver, Colo.—Crop prospects are very good up to the present time. Winter wheat harvest will start in about two weeks. Spring wheat will be rather late.—T. D. Phelps.

Illinois.

Brighton, Ill.—Condition of wheat good. Corn prospect poor. Oats almost a failure. Hay good. Too much rain.—Geo. A. Brown.

Brownstown, Ill.—Wheat, oats and hay are in good condition. Corn small and weedy. Will have one of best crops of hay in years.—F. S. Washburn & Co.

Clare, Ill.—There are lots of fields of corn knee high in DeKalb county, but from Sycamore to Chicago the crop looks bad, especially oats.—John Keegan.

Pontiac, Ill.—I have found crop conditions west of Peoria to Quincy and Keokuk very much better than I had anticipated. Wheat, oats and corn looking well.—S. W. Strong.

Birkbeck, Ill.—Oats have suffered some damage by heat, drouth and weather bugs. Will have probably an average crop. Corn is fair stand but 2 weeks late. Wheat looks fine as ever saw it. Acreage small. Meadows fine.—F. C. Shepherd.

Chicago, Ill.—A reliable party telephoned us from central Illinois that corn and oats in the southern part of Ill. and Ohio are in very bad shape, and ordered his account switched from the short to the long side of the market.—Lucius & Dyckman.

Bondville, Ill.—The condition of oats in this territory is about the same as last year. Will make from 40 to 50 bu. per acre. Green bugs and oats louse are in the oats but can't see that they are doing any harm. Corn looking fine. Ten days to 2 weeks late. Acreage of corn and oats about the same as usual.—R. E. Rising, mgr. Evans Eltr. Co.

Ridgefarm, Ill.—W. F. Banta sent a sample of oats to Toledo taken from a field on his farm in which a black worm was found concealed in every stalk. The worm starts at the roots of the plant and bores through the entire stalk to the head. It is sure death for every stalk that is attacked by the worm but as yet not very much damage has been done.

Indiana.

Lydick (Lindley P. O.), Ind.—Grain 80 per cent of crop.—J. W. Warner, agt.

New Ross, Ind.—Wheat looks fine. Will be threshing in about 2 weeks (July 15). Oats will make ½ crop.—New Ross Gr. Co.

Aylsworth, Ind.—Oats looking fine. Promise good crop. Wheat prospects good. Corn backward but growing rapidly.—W. M. Rusk.

Moran, Ind.—Wheat outlook fair. Has made good improvement in last thirty days. Oats short, not over half crop expected.—D. S. Nees.

Montmorenci, Ind.—Having lots of rain. Can't say what good or harm it will do. Oats are short and seem to be heading badly.—Edward Taylor.

Talbot, Ind.—Corn is three weeks late, and a thin stand. Oats late and turning yellow, thick with green bugs, which are doing damage.—F. A. Vant.

New Richmond, Ind.—Crop conditions improving. Green bugs have not done much damage, oats being too large for them to hurt. Prospect for corn crop is improving. Weather never better for corn. Wheat will yield from 15 to 20 bu. per acre in this vicinity. Large hay crop.—A. W. Walls.

Logansport, Ind.—Wheat has made surprising gains during the past month, and with continued favorable conditions will be an average yield per acre, with acreage increase of 25% over last year. Corn, although 2 to 3 weeks late, is good color and good stand. With continued warm weather will be a normal stand by middle of July. Oats are in good condition as could be asked for. No green bugs or other insects reported.—F. M. Blasingham & Co.

Iowa.

Osage, Ia.—Small grain prospect good. Corn small but a fair stand.—E. C. Harmon, Agt. W. W. Cargill.

New Hampton, Ia.—Oats are a fair growth here but late. Corn is very small and thin.—E. R. Dibble Co.

Morse, Ia.—Corn very small. Large part of it poor stand. Oats and grass both looking fine.—Wm. Andrews & Co.

Mapleton, Ia.—Small grain all looking good in this vicinity. Barley heading and promises average yield. Corn variable. About 2/3 of stand. Most of it from 10 days to 2 weeks late. Good growing weather.—C. W. Boyer, agt. Trans. Miss. Gr. Co.

Des Moines, Ia.—Averaged reports for state show corn is 15 days late and oats 9 days. The growing condition of w. wheat compared with July 1 last year is 95, spr. wheat 90, corn 77, oats 90, rye 85, barley 92, flax 94. The estimated corn production (July 1) for the state at large is w. wheat 1,547,257 bu., spr. wheat 4,892,186 bu., corn 305,005,941 bu., oats 127,832,922 bu., rye 996,961 bu., barley 12,713,214 bu. and flax 179,455 bu. July 1, 95 per cent of the marketable portion of last oats crop had left the farmers hands, and 84 per cent of the corn crop.—Geo. A. Wells, sec'y Iowa Gr. Dirs. Ass'n.

Kansas.

Wichita, Kan.—Wheat is much better around this locality than was expected. Harvesting is in full blast, and threshing is beginning. The quality of wheat is fine.—G. F. McCurley.

Williamsburg, Kan.—Corn 10 days late. Doing well. Wheat harvest in full blast. Crop fair. About 15 bu. per acre. Alfalfa good. Timothy and clover hay ready to cut. Everything progressing finely.—F. P. Martin.

Wilson, Kan.—Wheat will average some better than expected, say about 65 per cent of a crop. Quality will be extra fine. Corn prospects are good but it is very late. No oats in this section.—Wilson Milling Co.

Wamego, Kan.—The wheat crop in this vicinity is mostly in the shock, and the farmers are preparing to go to threshing at once; the berry of the wheat is fine, and if not too much wet weather will make No. 2. The corn is doing well, and if plenty of moisture this month and next we are going to have a full crop.—Frank Short.

Minnesota.

Eden Prairie, Minn.—All grain looks fine. Oats crop is very small.—F. F. Miller.

Eagle Lake, Minn.—Corn crop 50%. Oats and barley 90%. Wheat in our vicinity is fine, we expect a good yield of excellent milling wheat.—Gordon Bros. & Co.

Edgerton, Minn.—Crops are looking splendid, altho they are about two weeks late, and corn needs hot weather; but small grain would mature better with cool weather.—C. S. Howard.

Doran, Minn.—The crops are looking good in this vicinity. No rain for a week. About 5 per cent of crops drowned out about 2 weeks ago. Crops 3 weeks late.—J. M. Hanson, agt. Duluth Eltr. Co.

Edgerton, Minn.—Oat crop is about 70% of last year, barley 60%; not much wheat raised here. Corn is poor stand and late, we need a little rain as it is getting dry for pasture and barley.—F. H. Baldwin, mgr. The Farmers Eltr. Co.

I have just returned from a trip thru S. D., Minn. and Ia. and found wheat and oats looking fair in all three states. Corn is no crop at all in S. D. and is about 1/3 of a stand in Ia. Wheat and oats in Minn. look better than in either of the other states.—Wm. Warner, Merchants Gr. Co.

Minneapolis, Minn.—In Minn. and the Dak's, as a whole, wheat, oats, barley, flax and rye give promise of an average yield. There is, however, a territory in N. D. which includes the counties of Rolette, Bottineau, Ward, Benson, Pierce, McHenry, Wells and McLean (the middle third of the north half), where it has been too dry all season and the crop is badly spotted. No other district in the three States calls for special mention or qualification. Early-sown grain is heading out in the southern counties and wheat is shooting for head as far north as the line dividing North and South Dak. Corn does not promise to be a good crop. The period of growth is still two weeks late. "Green bugs" are found in the fields, but in every case those sent to us have been pronounced by Prof. Washburn to be the native aphids and the southern grain plant louse has not been found in Minn. or the Dak's.—The Van Dusen-Harrington Co.

Missouri.

Niangua, Mo.—Wheat harvest in progress. Quality good. It is raining every day. Present outlook discouraging. Corn and other crops doing well.—D. L. Max.

Lee's Summit, Mo.—We are having ideal weather for harvesting. Bulk of wheat is cut; quality good. Expect to commence threshing July 20. Needing hot nights to make corn. Oats are not yet ready to cut.—E. P. Clark.

Columbia, Mo.—The present condition of corn in the state (July 6) is 77, wheat, part harvested, 42; too poor to harvest 4; yield per acre 14 bu. Present condition oats 76, part plowed up 6 per cent. Condition of flax is 84. It should be borne in mind that the wheat estimate in bus. is made during harvest and before threshing, and is based on farmers experience in handling grain. There is estimated 2,161,140 acres of wheat to be harvested with an estimated yield of 23,173,800 bu. Harvesting is 2 weeks late. Corn is 2 to 3 weeks later than the average. Usual acreage planted. Seven points below condition this time last year. Its greatest need is sunshine. Oats crop is in very unsatisfactory condition.—Geo. B. Ellis, Sec'y State Board of Agri.

Nebraska.

Gladstone, Neb.—Wheat is good quality. Will average 15 to 20 bu. per acre. Corn is small but growing fast. Good weather.—A. C. Bonawitz.

Garrison, Neb.—Wheat and oats looking fine. Corn growing fast, but a little late. Many fields very weedy. Not a very good stand.—John W. Emery, agt., Central Granaries Co.

Omaha, Neb.—We look for a good crop in Nebraska this year. Corn is a little backward but if the present weather continues think we will have as good a crop as last year.—Weeks Grain & L. S. Co.

Fairmont, Neb.—Corn crop promises 90 per cent, oats 100 per cent, wheat 75 per cent with Hessian fly working in it. Corn two weeks late. Hot and dry with deficiency of moisture for year about 5 inches.—Wright & Spahr Company.

North Dakota.

Clyde, N. D.—Crops in this section of the country are late, but are growing nicely.—F. E. Warren, agt. Duluth Eltr. Co.

Northwood, N. D.—Crops around here are from 15 to 20 days late, otherwise looking fair. Owing to wet spring the fields are very weedy.—T. F. Huan, agt. Heising Eltr. Co.

McVillie, N. D.—Grain is all up and in many sections several inches high. The plant looks hardy. The growing crop is getting regular showers and warm weather lately, advancing the grain greatly.—Harry McCas, sec'y & Mgr. Olsgard Eltr. Co.

Minto, N. D.—Prospects are wheat will be an average, 10 bus., to the acre, around here, some will go 15 bus. I think that Walsh county will get 10 bus. per acre. Some of the wheat is very short, the early wheat is just starting shot blade.—J. Wirkus.

New York.

Buffalo, N. Y.—All doubt of a good winter wheat crop in this state seems to be removed now. It will be late, but it looks well. Other grain crops are coming on very fast now, but a good fall will be needed for them to do well.—J. C.

Ohio.

North Baltimore, O.—This (Wood) county will have a good crop of wheat, corn, oats and hay.—G. G. Rockwell.

Mt. Blanchard, O.—The growing crops of hay, wheat and oats are good in this territory; corn got a good start; with weather good from now on, expect a good harvest.—W. W. Bristol.

Toledo, O.—The idea relative to crops that I gather from my country correspondence is that oats promise an average yield and wheat ¾ of a crop. Corn is backward, small, but has a good color.—H. W. De Vore.

Toledo, O.—Grain dealers are looking for higher prices. Southern Ohio correspondents report good prospects for wheat and oats. Many dealers are selling short on oats expecting to make Sept. delivery.—F. R. Moorman, G. H. McCabe & Co.

Gilboa, O.—Crops are doing well here now, wheat not a full crop and farmers say 50 per cent of a yield, a good many fields sown in oats. The green louse is doing some damage in the oats. Corn is growing very fast but is small.—N. F. Dean.

Sidney, O.—The growing wheat here is making splendid showing in the last few weeks and promises an average yield, with about 75 per cent of the usual acreage. The harvest will be two weeks late. The corn is small but looks well and is growing rapidly. The oats in spots are turning red, but we think it is caused mostly by the hot sun, after the unusually wet weather. Think that we will have a large crop of oats.—E. T. Custerborden, J. E. Wells & Co.

Columbus, O.—As indicated in the report issued by this Dept. one month ago, the wheat prospect over the state is very

Irregular, and while in many counties this harvest will be almost an average one, in some sections of the state, particularly the northwest counties, the crop will be far below a fair average. Wheat wintered well, its condition on April 1 being estimated at 87, but during that month it was severely damaged by cold, freezing rains, and the May report showed a decline of 13 per cent in its condition. During the month of May it improved slightly, while now at harvest time the prospect is estimated at 79 compared with an average for the state as a whole. An unusually large percentage of the original area seeded to wheat was plowed up this spring, the report showing 6.7 per cent, or 166,132 acres. As the original area seeded last fall was 2,036,120 acres, this leaves 1,869,940 acres for the harvest. Many correspondents report damage by rust, while others note the ravages of insect pests; these reports, however, are not general over the state, or even in immediate localities. The season has been very backward hence the harvest will be late. Oats show a decline of 5 per cent in prospect during the past month and the outlook is unpromising. The crop was seeded late, made a poor start and the report of damage by rust and insect pests is very general. The present prospect is estimated at 76 compared with an average. The area planted to corn for the year's harvest shows 2,758,800 acres, or 133,900 acres less than last year. The crop is not advanced as far as usual this season, and there is lack of uniformity in growth. The fields are weedy, cultivation being impossible. Its present condition is estimated at 72. The damage by cut worms has been 3.8 per cent, by white grub 2.3 per cent. The barley prospect compared with an average is 85, rye 87.—Ohio Dept. of Agri.

Oklahoma.

Fairmount, Okla.—Crops very light. Harvesting is delayed on account of heavy rains.—Geo. Haskins, agt.

Greenfield, Okla.—Threshing will commence in a few days, but will not have ¼ of a crop this year, on account of the green bugs destroying most of the fields last spring. Prospects for corn is good, but are needing a little rain at present.—F. E. Greenfield, agt. Home Grain Co.

Pennsylvania.

Aspers, Pa.—Growing crop is fine, both in quantity and quality. Think there will be plenty of wheat to grind this season.—F. A. Asper.

South Dakota.

Mission Hill, S. D.—Prospects for small grain good; corn is in good condition; about 10 days late.—C. R. Kerr, Agt. M. King.

Mitchell, S. D.—Crops getting along nicely. Oats heading out and wheat nearly so. Corn backward but warm weather doing wonders for it.—Mitchell Milling Co.

Wisconsin.

Madison, Wis.—The notably cold weather of the early season continued until about the middle of the past month (June). At that time farm crops were easily two weeks behind the normal condition for the season. Small grains were low, pastures and meadows were short and unpromising, much of the acreage designed for corn had not been planted, and the general crop outlook was discouraging. At this time the weather suddenly changed to that of typical summer, and during the past two weeks the growth of vegetation has been almost phenomenal. All crops remain from ten days to two weeks behind what they are in average seasons, in stage of advancement toward maturity, but the general condition

of healthfulness and vigor is satisfactory. Some complaint comes from the southern part of the State, of the ravages of the green louse in oats, and there are occasional reports of rust, but these drawbacks are by no means general. The frequent showers and warm weather have materially improved the condition of meadows, which at time of last report were thin and low. Pastures are fine. Corn is still low, and in many locations the stand is thin. Many fields are weedy, and on the whole it is impossible to give the crop a high rating at this time. We are pleased to note a general raise in percentages of the principal crops that were reported the first of June. The following condition percentages of our principal farm crops are: Winter wheat 80, winter rye 90, oats 93½, barley 94½, spring wheat 88, corn 72.—John M. True, sec'y, Wis. State Agri. Dept.

Government Crop Report.

Washington, D. C., July 10.—The crop estimating board of the Department of Agriculture estimates the condition of corn on July 1 to have been 80.2; compared with 87.5 on July 1, 1906, 87.3 two years ago and a 10-year average of 85.9. The acreage is reported to be 98,099,000; an increase of 1,361,000 acres over last year.

Spring wheat shows a condition of 87.2; against 88.7 June 1 and 91.4 on July 1, 1906. Winter wheat shows a condition of 78.3; against 77.4 a month ago and 85.6 last year. The condition of winter and spring wheat combined is 81. The amount of wheat in farmers hands is 54,853,000 bus. or 7.5 per cent of last year's crop.

Oats show a condition of 81; against 81.6 in June and 84 last year.

Modern Belt Lacing.

It is extremely vexatious to the operator of a modern elevator to keep customers waiting while a belt is being laced. Aside from the inconvenience it causes, loosened belts have created havoc by mixing up with running machinery. A great advance therefore was made in belt lacing when an enterprising Yankee devised the wire lacing system, which will not come unlaced, and it is claimed will last as long as the belt.

The illustration herewith shows the process of lacing. A special wire called Alpha, which may be procured from most supply houses, is used for lacing. Each end of belt is wired separately, instead of together, as with whang in the old way. Cut ends square, make lace holes with awl little larger than wire, making holes about ¼ in. apart. Lace from one side of belt over rod same thickness as belt, remove rod when finished and lace other belt end beginning at opposite side. Then withdraw rod, place two ends of belt together, insert a raw hide pin or any other strong yielding substance in the wire loops. This done, the wiring should be flattened with a hammer.

The acreage of flaxseed in the northwest is said to have been considerably increased this season.

Jupiter Transmission Rope

A marine-covered wire rope. Reliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

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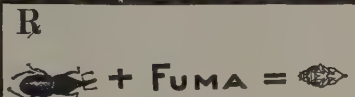
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"THE NEW CYCLONE 1905"

THE KNICKERBOCKER CO.

JACKSON, MICH.

Books Received

THE FEEDING VALUE OF SPELTZ, is the subject of Bulletin No. 100 of the South Dakota Experiment Station, Brookings, S. D.

FEEDING STUFF LAW.—Additional information concerning the feeding stuffs control law is given in Circular No. 7 of Purdue University, Agricultural Experiment Station, Lafayette, Ind.

COMMERCIAL FERTILIZERS.—The analyses of fertilizers under the Indiana law during 1906 are set out in full in this bulletin, in each case giving the label, name of manufacturer, place of manufacture, city or town where sampled, and the percentages of the five important ingredients. During 1906 879 samples were collected, of which 374 were equal to guarantee in every particular, while 642 were equal in value. Sixty-four samples fell 30 per cent or more below guarantee. Bulletin No. 121; Purdue University Agri. Exp. Sta., Lafayette, Ind.

KANSAS BOARD OF AGRICULTURE QUARTERLY REPORT.—Facts about the resources of each county in the state are given in a page or more of text, and complete statistics of farms, crops, population and valuation are given in tabular form in the report of the Kansas State Board of Agriculture for the quarter ending March, 1907, together with the addresses, papers and discussions at the annual meeting. A county map of the state in colors adds value to the volume as a reference. Paper cover, 444 pages. Kansas State Board of Agri., F. D. Coburn, Secy., Topeka, Kan.

GRAIN IN THE U. S. A.—On a single sheet, 22x28 inches, are condensed statistics in chart form showing the production of wheat, barley and rye in 1850-60-70-80 and yearly to 1906; of oats since 1870; and of corn in the U. S. since 1895; exports of wheat; average price of wheat at Chicago; highest and lowest price at Chicago; the wheat crop in 1904, 5 and 6 in the principal wheat growing countries of the world and in the leading wheat states of the Union; and the average yield of wheat per acre in the U. S., and in several of the states and in foreign countries. The chart is published by its designer, R. G. Beker, Pittsburgh, Pa. Price, \$2.

GRAIN SPECULATION NOT A FINE ART.—The common sense of grain speculation, the correct use of stop loss orders and the several methods practiced by successful traders in privileges are so clearly explained in this brochure that the beginner in grain speculation who will read it closely can start on a par with traders of long experience. The suggestions on taking profits and on parlaying in a bear market are valuable to the practiced trader as well as the novice. No one who speculates in grains can fail to be benefited by reading this 44-page booklet, which is sent free of charge to readers of the Grain Dealers Journal by the author, E. W. Wagner, Board of Trade, Chicago.

REPORT OF SECY. OF AGRICULTURE.—The work done by the Dept. of Agri. during the crop year ending June 30, 1906, is comprehensively reviewed by Secy. James Wilson in a volume of 696 pages, including in the several bureau reports that of plant industry. The extension work on winter grains by this bureau the past year has been almost entirely in charge of L. A. Fitz and largely in co-operation with the Kansas Agri.

Exp. Sta. An increased knowledge concerning the adaptation of Kharkof winter wheat has been gained, and Tennessee winter barley has been introduced into a number of localities in Kansas and southern Nebraska. A number of tests of a new variety of winter oats for the southern states are being made. The greater part of the time given to durum wheat has been employed in producing pure types of the best varieties. Department of Agriculture, Washington, D. C.

FARM WEEDS.—The eradication of wild mustard by sulfate of iron is the



Geo. D. Montellus, Piper City, Ill., Director Ill. Grain Dirs. Ass'n.

subject of a very handsomely illustrated circular of 12 pages comprising a reprint from the report of the Wisconsin Agri. Exp. Sta. by R. A. Moore and A. L. Stone. A 100-lb. cask of iron sulfate is emptied into a 52-gallon cask of water in which it dissolves after 7 to 10 minutes' stirring, forming a 20 per cent solution. Sprayed on the mustard plants, when young, (at the time of fourth leaf) the liquid kills the weed, without harm to grain or grass. The solution also scorches cocklebur, bindweed, ragweed, daisies and other weeds. This method of killing wild mustard is comparatively new, having been tried in Wisconsin for the first time in 1906. The spraying should be done on a calm, bright, day after the dew has disappeared. Grain fields should be sprayed when the mustard plants are in the third leaf or before the plants are in blossom. The day following the spraying the tips of the blades of grain may be somewhat blackened but no detriment can be noticed two weeks after. Iron sulfate is a by-product of the wire-mills and can be purchased at about \$11 per ton. The circular is issued by the Van Dusen-Harrington Co., Minneapolis, Minn.

WALLS, BINS AND GRAIN ELEVATORS.—A systematic analysis of the stresses due to granular materials, with a discussion of the principles of design and the details of structures which contain the granular materials, is presented by Milo S. Ketchum, C. E., dean of the College of Engineering, and professor of civil engineering, University of Colorado, and consulting engineer, in a volume just published, containing as Part I, The Design of Retaining Walls; Part II, The Design of Coal and Ore Bins; and Part III, The Design of Grain Bins and Elevators. Part III is divided into chapters on Types

of Grain Elevators; Stresses in Grain Bins; Experiments on the Pressure of Grain in Deep Bins; the Design of Grain Bins and Elevators; Examples of Grain Elevators; and the Cost of Grain Bins and Elevators. Among the materials of construction of grain bins considered are timber, steel, concrete, tile and brick, and comparison is made of the different types. The two methods of calculating the stresses in grain bins, known as Janssen's solution and Airy's solution are fully considered and formulated. Specifications and plans are given for elevators of different materials, the illustration numbering 260, with 2 folding plates and 40 tables. The Engineering News Publishing Co., New York. Cloth, 6½x9 ins.; price, \$4.

ELEVATING, CONVEYING & POWER TRANSMITTING machinery is the subject of Catalog 7 just issued by the Skillin & Richards Mfg. Co., 147 Fulton street, Chicago. This book is well bound in paper cover, printed on enamel paper and contains 344 pages of well written descriptive matter that is of especial interest to every grain dealer who has an elevator. The catalog is issued because the company is continually improving and adding to its line of machinery, and desires to keep its old customers as well as prospective business well informed concerning modern elevator machinery. The catalog is profusely illustrated, showing in print exactly the style of machinery the company has for sale. Illustrations of many modern elevators are shown, that have been equipped with Skillin & Richards machinery. While these books are expensive to print, and are not for promiscuous distribution, yet readers of the Grain Dealers Journal may obtain them, express prepaid, by writing to the company, and mentioning where they saw notice.

THE CHINCH BUG.—A thoro revision by Professor F. M. Webster of his earlier Bulletin, No. 15, on this destructive pest has been issued by the Bureau of Entomology as Bulletin No. 69; embracing additional data based on observations made during the past 9 years. Within the last 10 years the insect has become more injurious in Oklahoma, Western Kansas and Northern Texas. The most serious outbreak of the chinch bug was that of 1887, covering parts of Texas, Oklahoma, Kansas, Missouri, Nebraska, Iowa, Illinois, Indiana, Kentucky and Ohio. The damage by this insect from 1850 to 1906 is estimated at \$330,000,000. Outbreaks may be expected in an irregular triangle extending from Oklahoma to Iowa and Ohio. Twenty pages of the bulletin are devoted to the parasitic fungi that destroy the insect, and the author summarizes remedial and preventive measures as follows: The insects can be destroyed in their places of hibernation by fire; in the fields during the breeding season by the fungus if promptly applied; while migrating from one field to another, by tarred barriers; by being plowed under, and in the cornfields by kerosene emulsion. The origin and diffusion of the chinch bug are interestingly described. Illustrated and indexed; 95 pages. Bulletin No. 69; U. S. Dept. of Agri., Washington, D. C.

Durum wheat will continue the favorite crop for the arid west, even tho the price decline in the European market. The eastern seaboard ports are recognizing the permanency of this addition to our cereal exports by establishing grades of macaroni wheat.

Changes in Grain Rates.

The *Traffic Bulletin* in its issue of June 22 announced the filing of 192 grain tariffs with the Interstate Commerce Commission. Among them are:

A., T. & S. Fe, grain and products from Kansas City, St. Joseph, Atchison and Leavenworth to Galveston and Texas City, Tex.; effective July 15.

C., B. & Q., grain, from St. Paul, Minneapolis, Duluth, to points in O., Ill., Ky., and Ind.; effective July 13.

C. & G. W., barley and rye, Cannon Falls, Minn., to Peoria, Ill., 14½¢; effective July 13.

C., M. & St. P., grain and seeds, transfer at Omaha, So. Omaha, Neb., and Council Bluffs, Ia., allowance of 34¢ per cwt., effective June 17. (Special permission.)

C., St. P., M. & O., grain, St. Paul, Minneapolis, Minnesota Transfer, Duluth, Superior, Itaska or Washburn, Wis., to Owensboro, Ky., 17c.; effective July 17.

Ill. Cent., corn (damaged), Cairo, Ill., to Peoria 7c.; effective July 16.

Ia. Cent., feed, from Peoria and Pekin to Moberly, Mo., 13c.; effective July 14.

L. E. & W., grain and grain products, from Ft. Wayne, Indianapolis and Peoria to eastern and interior eastern points; effective July 15.

L. S. & M. S., grain and grain products, from Cleveland, O., to points in Ky., O., and West Va.; effective July 15.

M., K. & T. allowance for elevation from St. Louis and East St. L. to points in Texas, Okla., & I. T.; effective July 19.

In its issue of June 29 the *Traffic Bulletin* announced that 209 grain tariffs had been filed with the Interstate Commerce Commission.

A. T. & S. F., grain and products, from Kan. City, St. Joseph, Atchison and Leavenworth to points in Cuba; effective July 23.

B. & O. grain, adjustment of expense for grain doors; effective June 27.

C. B. & Q. wheat, milling in transit arrangement on wheat destined to Chicago; effective July 25.

C. H. & D., grain and products from Toledo, to C. F. A. territory; effective July 23.

Erie, grain, allowance for grain doors; effective July 24.

L. S. & M. S., grain and products from Sandusky, O., to points in C. F. A. territory; effective July 26.

L. V., allowance for grain doors on grain in bulk from Buffalo, E. Buffalo, N. Tonawanda, Niagara Falls and Suspension Bridge, N. Y.; effective July 20.

Minn. & St. L., buckwheat, corn, oats, rye, barley, from St. Paul, Minn. Transfer, to points in Ind., Ill., O., Ky.; effective July 20.

In its issue of July 6 the *Traffic Bulletin* shows that 198 grain tariffs had been filed with the Interstate Commerce Commission since June 29. Among them are:

A. T. & S. Fe, wheat, corn, rye, oats, hay, minimum weights; effective Aug. 2.

B. & O. grain and products, from stations west of the Ohio river to eastern and interior eastern points; effective July 31.

C. C. C. & St. L., grain and products, from stations on R. R., Peoria and Eastern Ry., and Cincinnati Northern R. R. to eastern cities and interior eastern points; effective July 31.

C. R. I. & P., corn oats, and grain products, from Council Bluffs and Omaha, Neb., to Memphis; effective July 10.

K. C. Sou., grain and products, for export from Kansas City to Port Arthur,

Galves'on, New Orleans, Port Chalmette and Westwego, La.; effective July 29.

Wabash, wheat and other grain; cancel rates from Erst St. Louis and East Hannibal, Ill., to Toledo and Detroit; effective July 29.

Program of National Hay Association Meeting.

The fourteenth annual meeting of the National Hay Ass'n will be held at Niagara Falls, July 16, 17 and 18. The program so far as it has been arranged follows:

Tuesday, July 16th.

Morning Session, 9:30 A. M.
Invocation, Rev. Alexander McGaffin, Lockport, N. Y.

Address of Welcome on behalf of the State of New York, Hon. Charles E. Hughes, Governor.

Address of Welcome on behalf of the City of Niagara Falls, Hon. Anthony C. Douglass, Mayor.

Response on behalf of The National Hay Association, H. G. Morgan, Pittsburg, Pa.

Reading of Minutes of the Convention of 1906, Secretary P. E. Goodrich.

Reading of Report of the Board of Directors.

Appointment of Committees.

Afternoon Session, 2:30 P. M.
Report of Committee on Legislation, H. S. Grimes, Portsmouth, Ohio.

Report of Committee on Terminal Facilities, James M. Hait, New York City, N. Y.

Report of Committee on Standard Bales, G. B. Cavert, Braddock, Pa.

Report of Committee on Cipher Code, J. L. Johnson, Pittsburg, Pa.

Paper, "The Improvement of the Hay Crop and How the Ass'n Can Assist in It," Joseph Timmons, Kenton, O.

Address, "Hay Investigations," H. B. McClure, Scientific Asst. U. S. Dept. of Agriculture, Washington, D. C.

Wednesday, July 17th.
Morning Session, 9:30 A. M.

Paper, "The Handling of Hay by Shippers & Receivers," F. E. Osborne, Oakfield, N. Y.

Discussion led by C. F. Beardsley, St. Louis, Mo.

Report of Committee on Interstate Commerce, Charles England, Baltimore, Md.

Report of Committee on Demurrage and Reciprocal Demurrage, C. S. Bash, Ft. Wayne, Ind.

Report of Secretary-Treasurer, P. E. Goodrich, Winchester, Ind.

Report of Committee on Quotations, Charles J. Austin, New York City, N. Y.

Report of Committee on Grades, H. W. Carr, Saginaw, Mich.

Paper, "State Inspection," W. P. Devereux, Minneapolis, Minn.

Discussion led by A. E. Reynolds, Crawfordsville, Ind.

Thursday, July 18th.
Morning Session, 9:30 A. M.

Report of Committee on Transportation, G. S. Loftus, St. Paul, Minn.

Discussion led by P. T. Moran, Washington, D. C.

Paper, "The Past of the National Hay Association," Willis Bullock, Canajoharie, N. Y.

Report of Committee on Statistics, S. T. Beveridge, Richmond, Va.

Report of Chairman State Vice-Presidents, H. H. Driggs, Toledo, Ohio.

Reports of State Vice-Presidents.

Afternoon Session, 2:30 P. M.
Report of Committee on Arbitration & Investigation, F. L. Young, Lansing, Mich.

Report of Committee on Board of Directors' Report.

Report of Committee on Secretary's Report.

Report of Special Committees.

Report of Committee on Place.

Unfinished Business.

Report of Nominating Committee.

Election of Officers.

Installation of Officers.

Good of the Order.

Adjournment, sine die.

Program of Entertainment.

Tuesday evening—Ride on the Gorge Route.

Wednesday morning—Trip for the ladies through parks and around the island.

Wednesday afternoon—Trip for everybody to Natural Food Product Company's plant, to be followed by luncheon.

Wednesday evening—Dance at the Cataraugus International Hotel.

Thursday morning—Reception for the ladies in hotel parlors.

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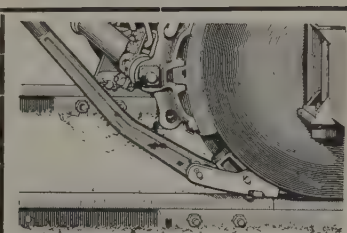
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No wrenches nor loose tools required.

Made of High Grade Malleable Iron and Steel
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Made in Three Sizes:
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Favor Us With Your Order.

"Your money back if you want it."

MILLER MFG. CO.
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MUNCIE, INDIANA

Supply Trade

"Solitude is a place where they never advertise."—Poor Richards Jos. Almanack.

The Chas. Mulvey Mfg. Co., manufacturer of strap, pin, and curb wall anchors, has moved to 3509 So. Ashland, Chicago.

"These are the goods you see advertised" is a phrase that has clinched many a sale with half-hearted purchasers.—Mahins Messenger.

The New York office of the Richardson Scale Co. which has been in the annex to the Park Row building has been moved into rooms 3 and 4 of Park Row Bldg.

Wm. Smith has resigned his position with the Richardson Scale Co. and is no longer connected with the company. Willard B. Smith continues in the sales department.

"Advertising is not a fireworks display in the market places of the world. It is rather the continuous burning torch of trade which brings the light of publicity into new channels of business while still illuminating the old."

A \$65,000 warehouse is soon to be built in Omaha by Fairbanks, Morse & Co. Its business has outgrown present quarters. The warehouse now occupied is without trackage facilities and the company proposes to erect a new building on railroad.

The Noth-Sharp-Sailor Co. has issued a catalog that any reader of the Grain Dealers Journal may procure by sending to the firm for it. The catalog illustrates the different styles and the prices of machinery handled by company.

Elevator building is quite extensive, but competition is something fierce; some contractors bid cheaply for work, use cheap material, and poor workmanship, to come out ahead. A contractor who will do honest work does not stand much show.—G. F. McCurley, Wichita, Kan.

"Our business shows an increase all over the country," said A. P. Simpkins, Chicago Mgr. of the Standard Scale & Supply Co., who recently returned from a business trip to the home office of the company in Pittsburg. In order to take care of increased number of orders it has been necessary to make several improvements in the factory.

Separators, Oat Clippers, Packers and other machines for elevator and warehouse use, manufactured by the Huntley Mfg. Co. are on exhibition at the Jamestown Exposition in the Food Products Building. The Company extends a cordial invitation to all elevator managers who visit the Exposition to make their department their headquarters. The exhibit is in charge of J. W. Perrine.

The Capital Construction Co. has been organized by J. A. Horn at Oklahoma City, Okla., with a capital of \$25,000 for the purpose of designing and building elevators and mills. The company owns and operates its own rock crushers and quarries and is therefore prepared to do any kind of reinforced concrete work, as well as steel erection. J. A. Horn is pres. and L. E. Simpson, sec'y and treas.

The Day Co. of Minneapolis, Minn., has been incorporated with capitalization of \$50,000, succeeding to the business and good will of H. L. Day. The company will manufacture the Day Dust Collect-

ing Systems for use in elevators, in which Mr. Day has been engaged for many years. The officers of the company are: H. L. Day, pres.; F. H. Day, vice pres.; W. M. Day, treas. and mgr.

By pushing the examination of applications for patents for several months past the work of the U. S. Patent Office has been brot closer up to date than for several years past. No application is three months old, and the 14,000 applications awaiting action are being rapidly disposed of by denial or grant, more than 800 patents having been granted in one week recently. In the divisions of elevators, driers and machine elements patents are being granted within a month of application.

The No-Slip car mover, patented in April and now on the market consists of a shoe which rests upon track to which is fastened a block intended to bear against the wheel rim of car to be moved, this being operated by a lever working in conjunction with block to produce a compound action. Effective leverage is easily obtained and car may be moved with little effort. There is another block which rests upon rail, attached to shoe which is faced with anti-slipping material, substituted for sharp or pointed grippers on many makes of car movers. It is manufactured by No-Slip Car Mover Works, New Madison, Ohio.

Mecklenburg gas and gasoline engines are the outgrowth of an idea of the maker from whom engine derived name, coupled with persistency. Six years ago Mr. Mecklenburg made a gasoline engine according to his own ideas, that worked well. He sold it. He made another and sold it. Then another and so on until today the Mecklenburg Gas & Gasoline Engine Co. employs 15 experts who help build engines, and it is preparing to move into a new building 80x120 ft., two stories high. The company has just begun to market a three cylinder gasoline engine suitable for use in grain elevator. It is probably the smallest three cylinder gasoline engine made. It is also practically noiseless.

If the man behind the gun is afraid to come out in print and tell the public over or under his own name about the good qualities of his goods if they have any, then you may play safe yourself by looking about for some other make of goods when you wish to purchase. Moreover, when a firm commits itself to print on the alleged merits of its goods it is on record, so that if the articles advertised do not correspond with the claims made for them in the advertisement, the purchaser has recourse to the Post Office Department and may make it uncomfortable for the advertiser. I don't believe that an advertisement will make a good article out of a bad one, but I am all fired certain that it is not going to spoil a good thing. If a fellow can't notify me in advance that he has a winner, he can't do business with me.—W. H. Hawkins, in *Modern Methods*.

Reliance Automatic Dump Controllers have been purchased by the following grain dealers in Indiana within the last 30 days. J. A. Adams, Bunker Hill; G. F. Barnard, Lochiel; Bilman & Son, Shelbyville; Comer & Searce, Mooresville; Martin Cutsinger, Edinburg; Caldwell & Barr, Earl Park; Duffy & Harrington, Otterbein; Dillon & Sellers, Frankfort; E. M. Fisher, Needham; Goodrich Bros. Hay & Gr. Co., Winchester; Wilbert Hawkins, Fowler; The Jay Gr. Co., Mulberry; C. M. Kerlin & Son, Delphi; G.

W. Kennedy & Son, Shelbyville; Kent Gr. Co., Kentland; Lyons, Esson & Light, Brook; McCray & Morrison, Kentland; D. G. McFadden & Co., Ridgeville; Martinsville Milling Co., Martinsville; Wm. Nading, Shelbyville; John Nixon, Attica; Wm. Suckow, Franklin; Shaffer & Schwartzkoff, Columbus; Willis Samuel, Boswell; David Webb, Edinburg.

Grain Carriers

The Toledo, Wabash & St. Louis is grading the 50 miles between Toledo and Defiance, O.

The steel steamer Bethlehem sank recently in the St. Clair River with a cargo of wheat and flour, after having been rammed by the steamer Polynesia.

The Great Northern Railroad has laid track on the Berthold and Crosby extension as far as Lignite, N. D. On the branch from Fermoy to Kelly Lake, Minn., track has been laid for 12 miles.

Lines west of Chicago put into effect July 1 the advance of 1½ cents on grain from the Missouri River, restoring the basis existing prior to the reduction made several months ago.

The corn boat Anna L. was burned June 26 at Mt. Vernon, Ill. Loss, \$10,000. The steamer was owned by Flesher & Moeller of Mt. Vernon and regularly operated in the corn trade along the lower Ohio River.

A new classification of freight will become effective Aug. 1 on the eastern trunk lines and the lines in the central freight ass'n. Many of the changes in classification and minimums will bear hard on the small shipper.

Early purchases of coal are urged by the railroad officials of the Northwest. Duluth docks are filled with coal and a score of boats can not be unloaded for want of room. Unless interior dealers and consumers bestir themselves last winter's coal shortage is likely to be repeated.

Attorney-General Cromwell of Oklahoma on June 28 filed with the Interstate Commerce Commission complaints against six railroads for charging excessive rates on wheat from Oklahoma points to Kansas City, and excessive rates on grain from Ponca City to outside points.

The new uniform B/L agreed upon by the carriers and shippers fixes the responsibility upon the initial carrier. The Interstate Commerce Commission is yet to be consulted before the new B/L can have the stamp of authority, and the action of the Commission, which now has the B/L of question under consideration is awaited with interest.

A number of grain shippers having elevators at interior points are becoming interested in the possibility of obtaining the ¾ cent elevation allowance granted by the railroads at the big terminals. It seems that the roads find a pretext to pay the allowance to the big firms wherever grain cars are unloaded and reloaded.

Rice shippers of Louisiana are preparing a complaint to the Interstate Commerce Commission alleging that the railroads have rendered the protective tariff on rice ineffective. Until recently the railroads made a low rate from Louisiana equaling the combined boat and rail rate from Bremen, while now the rate from Bremen to St. Paul is 24 cents, against 40 cents from New Orleans.

The complaints of three hay dealers against the Pere Marquette Ry. for alleged discrimination in the supply of cars was heard recently at Detroit, Mich., by Interstate Commerce Commissioner Martin Decker, Henry Ruttle, Daniel Leonard and David H. Crorey alleged that they now have 2,000 tons of hay at Carsonville, Mich., which they are unable to move because the road has failed to provide cars.

The International Ass'n of Sailing Ship Owners has abandoned the differential of 30 cents per ton against wheat shipped from Portland, Ore., making the rate the same as from Puget Sound ports. Towage from the sea to Portland and return and the bar pilotage will be paid by the Oregon Railway & Navigation Co.; and the Pacific Bridge Co. will remove the ballast free. The difference has been 1 cent per bu. in favor of Tacoma and Seattle.

The new official classification effective Aug. 1 is very gratifying to the millers, the reduction from estimated to actual weight of sack flour being the direct result of the appearance of the Millers' National Federation before the official classification committee Apr. 2. Secy. A. L. Goetzmann notes that so far as weights are concerned the new classification is made uniform thruout the country, and is the uniform classification for which the millers have been striving.

The alleged monopoly by the Hamburg-American Packet Co., the North German Lloyd, Scandinavian-American line and the Wilson line is being investigated by the Interstate Commerce Commission on complaint of the Cosmopolitan line at Philadelphia. Complainant says: "Not a pound of freight can move from any interior city of the United States via the six great Atlantic ports to Hamburg without the permission of the Hamburg-American Packet Co. Thus, a company, foreign in its control, dictates the rates, the line, the method, the routes, and every other condition of trade and traffic, to which the American producer, manufacturer or shipper must humbly submit."

The brief for the National Hay Ass'n and the Grain Dealers' National Ass'n as to the correct interpretation of the initial carrier liability provision of the act to regulate commerce, submitted by John B. Daish, counsel, on June 28, has been printed, as a pamphlet of 13 pages. The conclusions by Mr. Daish are: "We believe that the continued failure of the carriers subject to the act to regulate commerce, as amended, to issue a B/L in accordance with the mandatory provision of section 20 makes them liable for the penalties provided in paragraph 1 of section 10. And, we respectfully suggest to the Commission that, being authorized and required by section 12 of the act 'to execute and enforce the provisions of this act,' it institute proceedings to compel obedience to the requirements of section 20. And, further, that full hearing after notice having been held in the matter, the Commission, under its authority as defined in section 15 of the act, prescribe with respect to the receipt of B/L 'what regulation or practice in respect to such transportation is just, fair and reasonable to be * * * followed' and to make an order requiring the carriers to 'conform to the regulation or practice so prescribed.'"

June is not a good bull month, and 1907 is no exception.

Penalty for Failure to Furnish Cars Under Illinois Law.

Sauer & Son, grain shippers of Dana, Ill., brot suit against the Atchison, Topeka & Santa Fe R. R. Co., in the circuit court of LaSalle County, to recover treble the amount of damages sustained by refusal and neglect of the road to furnish in a reasonable time cars in which to transport corn and oats from their elevator to market.

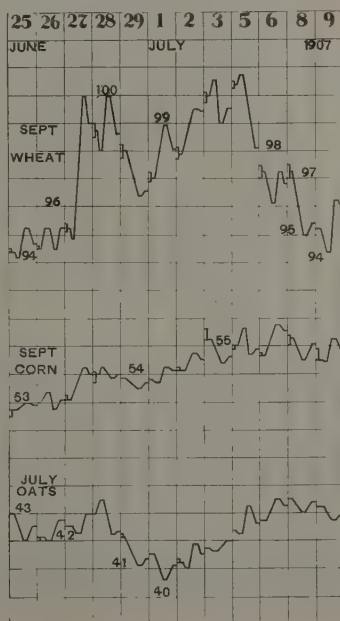
Between Dec. 19 and March 17 the road furnished Sauer & Son 22 cars, and not more than one per day except on two days, tho demands were made daily for 5 to 30 cars. The firm's corn storage became filled Dec. 19, and the oats storage was filled by Jan. 15, 1903. During the time the firm was deprived of sufficient cars to ship to market the price of grain declined.

A jury gave Sauer & Son a verdict for \$1,250, which was affirmed by the appellate court, only to be now reversed by the Supreme Court of Illinois. The reversal is based on a flaw in the law. Section 22 (Hurd's Rev. St. 1905, c. 114, Sec. 84) requires railroad companies to furnish, start and run cars for the transportation of such property as shall be offered for transportation, etc., but the words "furnish, start and run cars for the transportation of," etc., are omitted from section 23 imposing the penalty, hence the Supreme Court held that, as a penal statute must be strictly construed, the penalty is not recoverable.—The court on June 5, 1907, denied Sauer & Son a rehearing.—81 N. E. 342.

However under the common law Sauer & Son might collect the full amount of their damages.

Chicago Prices

The opening, high, low and closing quotations on wheat and corn for September and on oats for the July delivery at Chicago for 2 weeks prior to July 10 are given on the chart herewith:



Best Boiler Purgative

Removes scales from tubes without endangering serviceability of Boiler. No foaming of boiler or fretting by engineer if you use our compound. Absolutely Guaranteed.

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SHIPPERS' RECORD BOOK NO. 20

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At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY

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Supreme Court Decisions

Recovery by Consignor.—Where a contract of shipment showed a certain person as consignor, he was entitled in an action for injuries to the shipment to recover the entire damages, notwithstanding that other persons had an interest in the shipment.—*Southern Kansas Ry. Co. of Texas v. Morris*. Supreme Court of Texas. 102 S. W. 296.

Principal and Agent.—The transactions between two concerns engaged in business as brokers or bucket shops, one located in New York and the other in Atlanta, Ga., held not such as to create the relation of principal and agent between them, but merely that of correspondents.—*In re A. B. Baxter & Co.* Circuit Court of Appeals, Second Circuit. 152 Fed. 141.

Trial of Exchange Member.—Where charges had been preferred against a member of a board of trade for violation of its rules, a court of equity will not entertain a bill to enjoin its board of directors from trying him in accordance with by-laws complying with its charter.—*Bostodo v. Chicago Board of Trade*. Supreme Court of Illinois. 81 N. E. 42.

Arbitration.—An agreement for arbitration provided that the amount found should be considered a debt presently payable, for which judgment might be entered. Held, that an award providing that to an amount fixed other items might be added without fixing their amount was void for uncertainty.—*Real Estate T. I. & T. Co. v. McNichols*. Supreme Court of Pennsylvania. 66 Atl. 768.

Notice of Landlord's Lien.—The landlord's lien is only enforced against purchasers who have notice of such lien, but a constructive notice is sufficient; and, where the purchasers of a crop grown on rented land has notice of facts and circumstances which would put a prudent man on inquiry, it is a good notice of all an inquiry would have disclosed.—*Maelzer v. Swan*. Supreme Court of Kansas. 89 Pac. 1037.

Measure of Damages.—Where defendant brokers made an unauthorized sale of plaintiff's stock, the measure of damages is the difference between the sale price and the highest price reached, not between the time of the sale and a reasonable time after hearing of the conversion, but between the time he learned thereof, and a reasonable time thereafter.—*Burnham v. Lawson*. Supreme Court, Appellate Division, 103 N. Y. Supp. 482.

Landlord's Lien and Crop Mortgage.—Where, in an action for conversion of a crop, plaintiff claimed the same under a lien for rent, and defendant claimed under a mortgage given him by the tenant, which mortgage did not cover the crop in question, the question as to what the tenant did with the money which defendant let him have in consideration of the mortgage was immaterial.—*Baker v. Cotney*. Supreme Court of Alabama. 43 South. 756.

Purchase of Receipt Bona Fide.—Where a bank claimed title to goods as the indorsee of the evidences thereof, and it was shown that the party under which it claimed title obtained the goods through fraud, the burden was on the bank to show that it was a bona fide purchaser, whether the receipt for the goods held by it was a B/L or a warehouse receipt.—*National Bank of Commerce v. Chatfield, Woods & Co.* Supreme Court of Tennessee. 101 S. W. 766.

Delivery without B/L.—In an action by a consignor to recover from a railroad company the amount of a sight draft attached to a B/L, drawn on the consignee of certain lumber to be delivered on payment of the draft, and which plaintiff alleged defendant had delivered without such pay-

ment, defendant could show that the lumber was so inferior to the lumber contracted for that the payments already made covered the value of the entire amount shipped, and that there was therefore no balance due plaintiff.—*Stearns v. Grand Trunk Ry.* Supreme Court of Michigan. 111 S. W. 769.

Stopping Loss.—Where a customer authorized certain brokers to sell stock "short," his undertaking being to reimburse them for any payments they might be compelled to make in execution of his order, the brokers, after their customer has refused to put up more margins, can purchase the stock and charge the loss to his account, without considering rumors communicated to them by him that the stock on the following day may be settled for on a lower basis.—*Armstrong v. Bickel*. Supreme Court of Penn. 66 Atl. 326.

Carrier's Liability.—Where the negligence of a carrier operates as a contributive element proximate to injury to goods, even though such injury is to some extent caused by the act of God, the carrier is liable as though its negligence was the entire cause of the loss, is the decision of the St. Louis Court of Appeals in affirming the judgment of the St. Louis Circuit Court in favor of the Gratiot Street Warehouse Co., against the M., K. & T. Ry. Co., for the loss by flood of a car of corn shipped to E. G. Rall at Wichita Falls, Tex.—102 S. W. 11.

Premature Assumption of Breach.—Where defendant contracted to sell to plaintiff a certain amount of corn at an agreed price during the first half of a certain month, and had not done so up to 2 o'clock of the last day he could deliver, at which time plaintiff bought the amount of corn on exchange at a higher price, and immediately notified defendant of that fact, requesting him to remit the damages, plaintiff is not entitled to recover in an action for damages on the contract, since he acted prematurely.—*Hall-Baker Grain Co. v. Le Mar*. Kansas City Court of Appeals, Missouri. 101 S. W. 1098.

Duty to Furnish Cars.—In an action against a carrier for failure to furnish cars after demand, as required by Rev. St. 1895, arts. 4497-4502, an answer failing to allege facts showing that the carrier had performed its duty of providing a sufficient number of cars to meet the ordinary needs of its business, which it could reasonably anticipate, or that the scarcity of cars and existing demands for them were the result of circumstances beyond its power reasonably to control and provide against, was demurrable.—*Allen v. Texas & P. Ry. Co.* Supreme Court of Texas. 101 S. W. 792.

Continuous Quotations.—Injunctions by Courts.—Enjoining, at the suit of the New York Cotton Exchange, the receipt and use by the defendant of quotations of sales on such exchange, is not forbidden to a Federal circuit court by U. S. Rev. Stat. Sec. 720, U. S. Comp. Stat. 1901, p. 581, as enjoining proceedings in a state court, because an injunction has been granted by a state court in a pending suit between defendant and a telegraph company, restraining the latter from refusing to furnish him with such quotations.—*Clarence P. Hunt v. New York Cotton Exchange*. Supreme Court of the United States. 27 Sup. Ct. Rep. 529.

Contract of Sale.—A buyer, after having obtained from the seller quotations for specified goods, wired an order for a specified quantity, which the seller by wire accepted. The seller wrote, requesting the buyer to furnish satisfactory references or remit one-half of the price, and give the seller the privilege of forwarding shipment with sight draft attached to B/L. Before the buyer received the letter it wired the seller to ship the goods at earliest possible date. Thereafter the seller wrote that it had entered the order, and expressed a hope to receive a reply to the former letter. Held not to establish a contract of sale.—*William B. Scaife & Sons Co. v. Standard Ice Co.* Supreme Court of Washington. 89 Pac. 882.

Rights in Surplus of Insurance Co.—The portion of the surplus of a mutual insurance company ordered to be distributed among its members at once becomes separated from the corporate assets, and is the property of the several members thereof then existing, payable to each on demand upon ascertainment of his share. Every member of a mutual insurance company, at the time a distribution of its surplus is ordered, is entitled to share therein in proportion to the amount he has at any time paid into the treasury, whether during the term of the existing policy or prior ones, and without regard to whether his membership has been continuous or broken.—*Zinn v. Germantown Farmers Mutual Ins. Co.* Supreme Court of Wisconsin. 111 N. W. 1107.

No Recovery on Open Shipment.—Defendant shipped a car load of corn to R. on the order of plaintiff, the shipment being an "open" one, so that R. was able to obtain possession of the corn without payment. Defendant's clerk wrote into defendant's copy of the B/L, "shipper's order notify," thereby indicating a "closed" shipment, and attached the same to a draft which was paid by plaintiff. After plaintiff learned that the car had been delivered on an "open" shipment, he endeavored to obtain payment from R., but before he did so R. became insolvent. Held, that plaintiff was not entitled to recover on the theory of an estoppel because of the form of the B/L sent to him by defendant.—*Smith v. Landa*. Court of Civil Appeals of Texas. 101 S. W. 470.

Fire from Locomotive.—Burden of Proof.—In an action against a railroad company for burning plaintiff's buildings, the court charged that in order for plaintiff to recover it must establish by the greater weight of evidence that one of defendant's engines passing the property on the night in question emitted fire, which was communicated to such property; that the verdict could not be founded on mere conjecture; and that the burden of proving the fact alleged by the greater weight of the evidence was on plaintiff, and, if the jury found that the circumstances were more consistent with the theory that the fire caught from some other source, plaintiff could not recover. Held, that such charges were proper.—*Big River Lead Co. v. St. Louis I. M. & S. R. Co.* St. Louis Court of Appeals. Missouri. 101 S. W. 636.

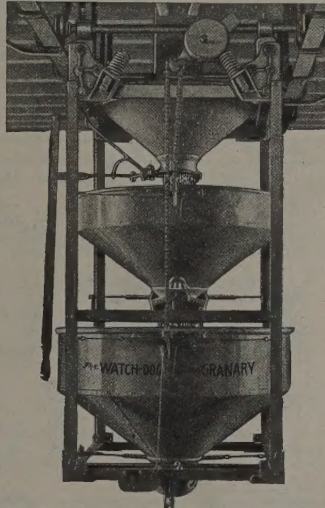
Insurance-Arbitration.—Where the extent of loss under a policy of fire insurance is submitted to arbitration, the insured should be given an opportunity to be present with his books or other evidence, is the decision of the Court of Appeals of Kentucky in the suit of Harth Bros. Grain Co. v. Continental Insurance Co. to recover on a policy of insurance on their warehouse at Paducah, Ky., which was burned June 2, 1905. The arbitrators gave Harth Bros. no opportunity to be present with their books or other evidence to show the extent of their loss. The arbitrators allowed for about 6,876 empty bags, whereas the buyer of the salvage testified to having received over 13,000 bags from the burned warehouse, in which Harth Bros. claimed to have had 28,000 bags stored, and in the opinion of the court the arbitrators failed to allow for the value of the 14,000 bus. of corn at least \$330. Harth Bros. ignored the arbitration and brought suit, which was decided against them by the circuit court and is now reversed in their favor by the Court of Appeals.—102 S. W. 242.

The promoters of the Corn Exposition at Chicago are sending direct to the farmers in fourteen corn producing states $\frac{1}{4}$ million cash premium lists. A tremendous amount of interest is manifested all over the world in the Exposition, and the promoters are getting along swimmingly. This is not a money making enterprise but an educational project. We hope to make this Exposition the foundation for an annual agricultural Exposition.—Curt. M. Treat, sec'y.



*That's What it is
—The Watch
Dog of the
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*It will see
that your
weights
are correct*



THE AMERICAN GRAIN METER

A FAULTLESS
AUTOMATIC WEIGHING
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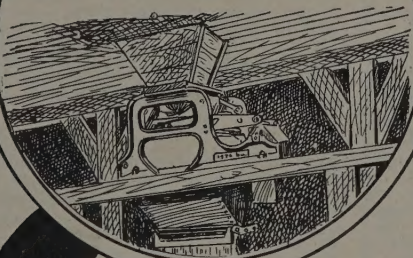
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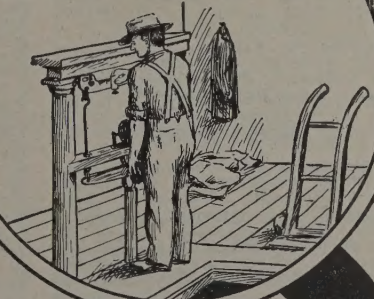
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EVERY TIME**



**WHICH
WEIGH
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If you are satisfied with a machine that is slow in its working and uncertain in its results; that is entirely dependant on the operator; that is wanting in any device by which a record of the weighings is retained; then this won't interest you.

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The Richardson Automatic Elevator Scale

Is an absolutely reliable machine that weighs automatically and every scale is fitted with a Patent Self Register which keeps a perfect record of all the material passed over the machine. It is capable of operating at great speed and the margin of error in its weights is reduced to a minimum. It does away with the labor of at least one man and it will never make mistakes which is more than can be said of any human operator. The scale is no experiment, but is spoken of with enthusiasm by our patrons all over the country. There are more than 2,000 of these machines in use and some of them have been running for over 13 years.

Don't hesitate any longer. You know perfectly well that THE BEST IS WHAT YOU WANT.

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Patents Granted

Gas Engine. No. 857,120. Benjamin F. Stewart, Chicago, Ill.

Explosive-Engine. No. 858,071. Lorenz Iverson, Pittsburg, Pa.

Explosion Engine. No. 858,433. Thomas G. Wright, Bristol, Eng.

Sparkling-Plug. No. 858,282. William B. Hayden, New York, N. Y.

Gas-Engine Valve. No. 857,762. Benjamin A. Skinner, Oakland, Cal.

Gas and Gasoline Engine. No. 857,455. Peter Furst, Anderson, Ind.

Explosion Engine. No. 858,726. Jonas T. Lagergren, New York, N. Y.

Internal-Combustion Engine. No. 857,410. William Morey, Jr., New York, N. Y.

Vaporizer for Gas-Engines. No. 857,111. John V. Rice, Jr., Bordentown, N. J.

Rotary Explosion Engine. No. 858,912. Canfield J. Rousseau, New York, N. Y.

Gas, Oil and Like Engine. No. 857,536. Charles B. Redrup, Barry Dock, England.

Gas-Engine-Reversing Mechanism. No. 858,281. William A. Hansen, San Francisco, Cal.

Gas Engine. No. 858,707. Leslie S. Cushman, and Everett B. Cushman, Lincoln, Neb.

Automatic Valve for Gas Engines. No. 859,127. John D. Silberzahn, Marinette, Wis.

Valve-Gear for Explosion-Engines. No. 857,672. John V. Rice, Jr., Bordentown, N. J.

Igniter for Engines. No. 858,687. Richard Varley, Englewood, N. J., assignor to the Autocoil Co.

Two-Cycle Gas-Engine. No. 858,280. Franz von Handorff, Frankfurt-on-the-Main, Germany.

Ignition System for Engines. No. 858,928. Richard Varley, Englewood, N. J., assignor to the Autocoil Co.

Engine-Starter. No. 857,599. Clyde J. Coleman, Rockaway, N. J., assignor to Conrad Hubert, New York, N. Y.

Apparatus for Automatically Starting Explosive-Motors or the Like. No. 857,639. Leon A. C. Letombe, Paris, France.

Vaporizer for Explosive Engines. No. 858,046. Henry O. Westendarp, Saugus, Mass., assignor to General Electric Co.

Internal-Combustion Engine. No. 857,730. Arthur B. Goodspeed, East Orange, N. J., assignor to Industrial Development Co., New York, N. Y.

Water Cooled Valve Box for Engines. No. 859,161. Arnold Willmer, Linden, near Hanover, Germany, assignor to Gebr. Korting, A. G., Korningsdorf, Germany.

Means for Automatically Timing the Spark for Producing Ignition in Explosion-Motors. No. 857,715. Auguste E. Brillie, Paris, France, assignor to Societe Anonyme des Automobiles Eugene Brillie, Paris, France.

Belt Conveyor. No. 857,772. see cut). Edward G. Thomas, Brookline, Mass. The loaded belt has a double support, by a flexible troughing roller and a carrying roller pivoted below and to one side of the troughing roller.

Valve-Operating Mechanism for Internal-Combustion Engines. No. 857,994. Gustavus Green, Bexhill-on-Sea, England, assignor of one-fourth to Francis Pelham Clinton Hope and one-fourth to Joseph Miller, Bexhill-on-Sea, England.

Roller for Belt Conveyor. No. 858,612. (see cut). Elliott J. Mason, Allegheny, Pa., assignor to Heyl & Patterson, Pittsburg. The rolls are inclined to project in the direction of travel of the belt, which is supported at the middle by a horizontal roller.

Carrying-Roll for Belt Conveyors. No. 857,610. (see cut). Raymond W. Dull, Aurora, Ill., assignor to Stephens-Adamson Mfg. Co. The roll comprises an arbor, a bar bent to helical form spaced apart from the arbor and forming the periphery of the roll and clamps for securing the chamfered end of the bar to the arbor.

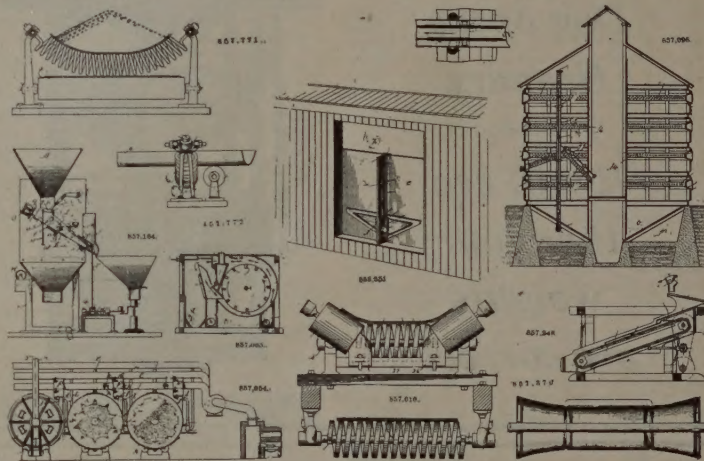
Belt Conveyor. No. 857,771. (see cut). Edward G. Thomas, Brookline, Mass. The loaded belt travels upon a flexible roller supported at its ends in journals and below by an inflexible roller. The flexible roller is a spiral spring and is adjustable at its bearings to different heights above the inflexible roller.

Belt-Conveyor Idler. No. 857,370. (see cut). Ferdinand F. Waechter, Philadelphia, Pa., assignor to Link-Belt Co., Chicago, Ill. The idler is built up on a shaft by combining two pressed metal disks with

outlet pipe having perforations long and narrower than the grains. Connected to the perforated pipe is a blast pipe to blow the sprouts into an air separator. Each drum has an air mixing box connected to cool air and hot air pipes, a third air-pipe having moistening means.

Seed-Separator. No. 857,248. (see cut). Willy Meyer, Hameln, Germany. A metallic transporting endless band has pockets and is mounted in an inclined sieve frame having a jerky, reciprocating movement. Sieves are arranged above and a scraper below the band, adapted to permit the passage of the smaller grains while holding the larger grains. The band is driven in a direction opposite to the gravity movement of the grain thereon. A brush secured to the band cleans the under side of one of the sieves.

Grain-Cleaning Apparatus. No. 857,065.



a tubular body portion flared at each end. The end sections are bell-shaped, the disks retaining the several parts in position.

Grain Door for Cars. No. 858,551. (see cut). John A. Wilkinson, Washington, D. C. The door comprises a horizontally sliding leaf having a vertical flange at one edge and provided with an opening near the bottom, a closure for the opening pivoted to the flange, registering slots in the flanges and a slidable bolt to lock the closure.

Grain-Bag Holder. No. 857,820. (see cut). Walter R. Mosher, Granville, N. Y. A strip of metal is bent into an oval shaped loop, the ends out and down to provide arms and feet. Supported upon the arms is a bar having slots at its ends to receive the arms, a projection extending from one edge of the bar and a pin depending from the bar adjacent to the projection.

Automatic Weighing Device. No. 857,164. (see cut). Petronella Edtbauer, Chicago, Ill. The automatic feed mechanism comprises a hopper, an inclined chute having two longitudinal channels one of which is wider than the other and fulcrumed below the hopper and tiltable to change the direction of flow, and balance scales at the end of the chute farthest from the hopper. The tilting chute is electrically controlled.

Grain-Bin Ventilator, Grain Sampler and Weevil-Exterminator. No. 857,098. (see cut). John N. McNeese, Hughesville, Mo. Vertically disposed in a grain bin and passing thru its bottom is a foraminous pipe having openings at different points along its length registering with shields on a movable rod extending parallel with the pipe. An air shaft adjacent to the bin is connected with the foraminous pipe by a foraminous branch.

Pneumatic Maiting and Pneumatic Drying Apparatus. No. 857,954. (see cut). Frederick H. C. Mey, Buffalo, N. Y. Air is forced thru the grain in the drums to an

(see cut). Jacob B. Holgate and Charles Clough, Blackburn, England; Clough assignor to Holgate. The machine consists of a casing having expansion spaces and collecting compartments therein, an air propeller in the casing, a feed hopper within the casing the rear wall thereof being inclined and close to the upwardly moving part of the propeller so as to direct the air from the propeller across the mouth of the hopper. Deflecting plates co-operate with the propeller to form a continuous belt of air around the hopper.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the 10 months prior to May 1, 1907, have been 127,850,155 lbs.; compared with 163,674,240 lbs. for the corresponding period of 1905-06.

Corn oil cake amounting to 47,836,721 lbs. was exported during the 10 months prior to May 1; against 38,978,602 lbs. during the corresponding period of 1905-06.

Corn oil amounting to 2,364,281 gals. was exported during the 10 months prior to May 1, 1907; against 3,270,036 gals. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

It is impossible for us to escape a big shortage in the coming crop of corn, big in estimating the needs of the country. From prices now ruling I firmly believe corn will make the long holder more cents per bushel than wheat will. Buy it now just as you did wheat at 75c; then when the excitement comes you are fixed to profit by it.—E. W. Wagner.

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets	-	-	-	\$1,898,142.34
Losses Paid	-	-	-	1,766,407.89
Net Cash Assets	-	-	-	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance In force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

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Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,450,000
Risks in force, Tornado.....1,019,000
Admitted Ledger Assets.....\$10,475.39
Six Months' Assessment in course of collection, over.....25,000.00

Total Amount Assets Available for the payment of losses.....\$41,475.39
Fire and Lightning Cost for Current Year Only 80 percent of the rate.
Tornado Cost for Past Five Years Only 50 percent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

It's Results That Count

The time has come when we no longer need depend upon argument to prove our case. Over six million dollars of elevator insurance written in four and one-half years by the



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shows what the grain-dealers think of the company. The complete policy contracts, the satisfactory service and the low cost it has merited the patronage given us.

An elevator owner wishing a proposition made him should address:

C. A. McCOTTER,
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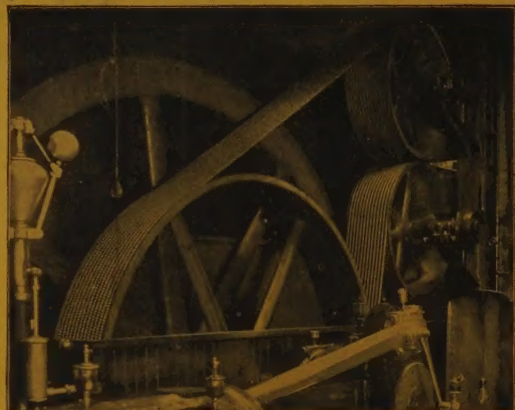
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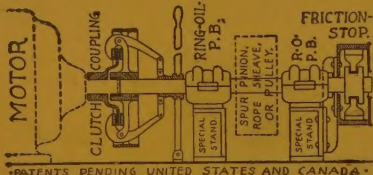
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